

2000-2010

Clifton

Neighborhood Plan

July 8, 2002

Preserving the Past,
Planning the
Future

2000-2010 Clifton Neighborhood Plan Work Groups

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President

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Pedestrian & Bike Coordinator

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Vision Statement:

Clifton is a traditional neighborhood with a unique natural environment and history. The neighborhood cares about furthering sustainable economic development and viability. Underlying this vision are the values of fairness, compassion, respect, and personal responsibility.

In developing this plan, the purpose is to address concerns and issues on:

*historic preservation,
affordable housing,
environmental integrity,
development of social capital,
public transportation, and
pedestrian and bicycle amenities*

in a neighborhood that is safe, diverse, welcoming, and attractive.

Mission Statement:

The revised plan is designed to address or make recommendations that solve today's problems, to plan for future development, to identify and prioritize future projects, and to enhance the neighborhood's livability for the next 10 years.

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Executive Summary

The Clifton Neighborhood Plan is a second-generation plan for the area bounded by Brownsboro Rd. on the north, Ewing Ave. on the east, Interstate 64 on the south and Mellwood Ave. on the west. The Clifton Historic District encompasses most of the neighborhood. The desirability of the Clifton neighborhood has enhanced the development potential on remaining vacant lots within the community.

The 1989-90 plan enacted a re-zoning of the neighborhood with a goal to properly assign residential and commercial properties to a zoning district classification to match its current use and density. A further rezoning is deemed unnecessary at this time. Green space preservation is needed for environmental vitality, recreation use and to retain the density of the neighborhood at its current level.

This plan focuses on creating alternative transportation modes to encourage residents to walk and bike Frankfort Ave. on a daily basis for employment, recreation, exercise and shopping. Clifton has the highest population of visually-impaired residents in the country, therefore, accessibility to businesses and services is an important element to this plan. Business operators need to be aware of the needs, mobility and accessibility of disabled and visually impaired residents, and are encouraged to locate on either the Frankfort Ave. or Brownsboro Rd. commercial corridors to meet the retail and service needs of residents versus promoting destination businesses.

The goals for this plan are a summary of the 10 Major Projects. The major projects were derived from the issues and recommendations formulated by the task force and work group process. The goals document a plan of development originating from our mission and vision statement.

Land Use

1. Encourage and enforce landlords, property owners and businesses to maintain their properties according to building code and housing regulations, property maintenance, garbage collection, recycling, pollution, environmental health and weed ordinances.
2. Retain the current mix of single and multiple family housing to assure a variety of affordable housing options that maintains the diversity of the neighborhood, and affordable residential and commercial building types, and encourages the redevelopment of the Parliament Square property as multiple family affordable housing.
3. Retain the Franklin School property and building for public use, while utilizing the building and grounds for activities and recreation opportunities for all ages with the further goal to determine a need for a gym and community center.
4. Inventory and map the green spaces in the neighborhood, including parks, walking and bike paths, scenic easements, wetlands, steep slopes, undeveloped land, public easements, and right-of-ways, post on the website, and develop a master plan to preserve, protect, and utilize the green spaces for public use.
5. Partner with Sacred Heart Home to maintain the 4.3 acres on Payne St. as open space for public use, conduct comprehensive soil testing to expose and resolve environmental or health hazards, and create a small PARC & TARC parking lot.
6. Renovate Bingham Park, an Olmsted park, to increase public use and accessibility for all ages, while incorporating elements from the original Olmsted design, restore the tree canopy with native trees, remove non-native undergrowth, create nature paths, add native wildflowers, landscaping materials and placement of rocks to beautify and prevent soil erosion while controlling water flow down the steep slopes, and control noise and reduce crime by scheduling regular LPD bike patrols through the park.
7. Increase the public use of Clifton/Arlington Park with improvements to landscaping design, creating a walking/fitness path, and publicizing its location and amenities.

Executive Summary

Land Use

8. Preserve and enhance the “chicken steps”, document the area’s history with an historic marker, retain the public easement area as an accessible pedestrian pathway to area businesses, and create a park-like area to be enjoyed by residents, while preserving the eco-system, correcting drainage problems, and removing trash and other debris.
9. Enhance Frankfort Ave streetscape by replanting street trees with species that do not produce fruit/berries or require suckering, encouraging recycling, discouraging littering, vandalism and graffiti, preserving the street’s historic character and resources consistent with the Clifton Historic District, incorporating public art, improving public landscaping projects, improving facades, removing billboards and chain link fences, and discouraging drive-through establishments.
10. Create marketing, education brochures, media presentations and website to tell the history of the neighborhood, disseminate information about the neighborhood, the Clifton Historic District, community services, and city services and ordinances, inform residents of community events and public meetings, and promote the neighborhood to prospective residents and businesses, and inform real estate agents and developers about Clifton zoning, form districts, and relevant Comprehensive Plan elements.
11. Establish a design review overlay district or local preservation district to obtain historic architectural design elements in new construction and major rehabilitation projects. Preserve wrought iron fences, limestone or granite walls, and other unique resources. Locate programs to assist in historic restoration of exterior facades, and nominate more historic structures to the National Register.

Other important goals not incorporated into a major project at this time are:

- Reduce air and water pollution, and correct soil erosion and drainage problems.
- Separate storm and sanitary sewer systems, including Back Flow Valve Disconnection and Sump Pump Program.
- Place utilities underground for any new construction projects.

Transportation

1. Improve sidewalks, curbs, intersections, cross walks and signaling to assure safety for all modes of transportation and to comply with ADA guidelines.
2. Introduce bike programs, bicycle routes/paths, and bike racks throughout the neighborhood.
3. Retain and restore existing brick streets and sidewalks, and limestone or granite curbs. Construct new curbs with used limestone, granite or faux materials.
4. Inventory and map the neighborhood identifying areas where public or shared parking might be created or parking stalls marked, and construct or pave and improve unbuilt/unpaved alleys to relieve parking in residential areas.
5. Improve the design of traffic-calming islands on Payne St to provide safety to bicyclists, and relocation of sidewalks closer to the curb to allow pedestrian safety at intersections.
6. Increase the number of TARC enclosures and benches, and create a PARC & TARC lot on Payne St.
7. Establish a local transit system connecting and servicing Clifton, Clifton Heights and Crescent Hill.
8. Develop a north-south pedestrian and bicyclist crossing over the railroad tracks between South Bellaire and Pope St.
9. Plan for east-west light rail commuter system using CSX right-of-way, identify potential light rail train stops within the neighborhood, and construct a regional light rail train station for park & ride commuters.
10. Advocate for participation in Midwest Regional Rail Initiative and Amtrak service to provide public rail transportation to other cities.

Time Line

2001, 1st quarter: schedule public meeting to organize implementation work groups, and solicit volunteers.

Design Review Overlay District or Local Preservation District

2001, 1st quarter: coordinate with other neighborhoods and business associations

2nd quarter: develop guidelines similar to Bardstown Rd overlay district

3rd quarter: adopted by Board of Alderman

Franklin School property

2001, 1st quarter: coordinate with Jefferson County Public Schools and other partnering organizations

2nd quarter: review site development plans and design elevations

3rd quarter: evaluate and prioritize tasks with partnering organizations and coordinate with parking study task force

4th quarter: identify funding sources

2002, 1st quarter: plan for implementation and submit multiple year budget funding requests based on prioritized projects

3rd quarter: begin implementation of projects

“Chicken steps”

2001, 1st quarter: coordinate Bennett proposed development at “Cottages on Brownsboro”

2nd quarter: review site development plans and obtain preliminary master plan design grant

3rd quarter: assemble work group to develop master plan design

4th quarter: complete cost estimates of projects

2002, 1st quarter: submit grants for construction

2nd quarter: identify foundation for scenic or conservation easement

3rd quarter: begin implementation of projects

Parking Study, creation of alleys (coordinate with Streetscape)

2001, 3rd quarter: begin task force meetings facilitated by consultant or LDA staff

4th quarter: complete inventory and develop list of priorities and projects

2002, 1st quarter: complete cost estimates of projects and submit multiple year budget funding requests based on prioritized projects

3rd quarter: begin implementation of projects

Frankfort Ave. Streetscape (coordinate with Parking Study)

2001, 3rd quarter: begin task force meetings facilitated by consultant or by LDA staff

4th quarter: complete inventory and develop list of priorities and projects

2002, 1st quarter: complete cost estimates of projects and submit multiple year budget funding requests based on prioritized projects

3rd quarter: begin implementation of projects

Affordable Housing and Home Repair Programs

2001, 1st quarter: identify grant funding sources and submit planning and implementation grant request

2nd quarter: contact United Crescent Hill Ministries to explore partnerships, and identify multiple property owners

3rd quarter: develop partnerships and continue to submit grant applications

2002, 2nd quarter: receive grant award and begin planning and implementation process

Time Line

Marketing/Education Brochures and Media Presentation

- 2001, 3rd quarter: complete website development
- 4th quarter: coordinate with FABA the design of neighborhood booklet/brochure, obtain cost estimates, and identify funding sources
- 2002, 1st quarter: print and distribute booklets/brochure to residents and businesses
- 2nd quarter: begin development of video presentations and incorporate and market results of other major projects into website, media and print.
- 3rd quarter: complete cost estimates of projects and identify funding sources
- 4th quarter: host video or audio-visual event presentation

Local Transit and Light Rail

- 2001, 3rd quarter: contact TARC and other 2 neighborhood associations
- 2002, 1st quarter: survey residents and businesses, identify trolley or circulator routes, stops and schedule
- 4th quarter: market and publicize routes and new service, and start by Olde Tyme Christmas
- 2003, 1st quarter: begin light rail planning process with TARC with east-west feasibility study

Park Enhancements and Improvements

Bingham Park, an Olmsted park:

- 2001, 3rd quarter: contact Coral Ave Block Watch and Olmsted Conservancy to coordinate with current efforts to clean-up park
- 4th quarter: coordinate and establish time line with conservancy

Clifton/Arlington Park:

- 2002, 1st quarter: conduct needs assessment and discuss park improvements
- 2nd quarter: present prioritized recommendations
- 3rd quarter: complete cost estimates of projects, and submit multiple year budget funding requests based on prioritized projects
- 2003, 3rd quarter: begin implementation of projects

Green Space Inventory

- 2002, 2nd quarter: register with Green Space Mapping Project and contact LOJIC to plan for housing of inventory
- 3rd quarter: recruit and train inventory volunteers
- 4th quarter: begin inventory information collection
- 2003, 2nd quarter: start maps and map assembly
- 4th quarter: disseminate maps

Sacred Heart Home vacant property

- 2001, 4th quarter: contact and meet with Sacred Heart Home and Planning Commission staff
- 2002, 2nd quarter: plan for testing of soil, and address liability and owner issues
- 3rd quarter: discuss use options based on results of testing
- 4th quarter: plan land development of site and prioritize projects
- 2003, 1st quarter: complete cost estimates of projects and submit multiple year budget funding request based on prioritized projects
- 3rd quarter: begin implementation of projects

Topics

Work Group 1: Public Safety

1. Crime, vandalism, graffiti, gangs
2. Police enforcement of traffic violations
3. Block Watches
4. Graffiti removal plan
5. LPD bike patrol, resource officer
6. Fire Dept, hazardous materials, train derailment plan

Work Group 2: Community Resources & Services

1. Community/youth/recreation center
2. Schools, Institutions, Clifton Center
3. Museums, Library
4. Churches, Social Services

Work Group 3: Historic Preservation

1. Brick streets and alleys
2. Historical highway markers, etc
3. Clifton Historic District, Local designation, design elements to form districts, historic facades
4. Historic photo displays
5. Audio-video presentations
6. Audio Walking Tour

Work Group 4: Housing

1. Affordable housing
2. Condition of structures, housing rehab
3. Multi-family/single family mix

Work Group 5: Commercial Corridor

1. Sustainable economic vitality
2. Commercial/residential mix
3. Retail needs/services/accessibility for residents
4. Cityscape and urban design
5. Attractions, Theatre, Post Office

Work Group 6: Form Districts & Zoning

1. Residential– traditional neighborhood
2. Commercial corridor – traditional marketplace
3. Cornerstone 2020 implementation
4. Form districts impact on the neighborhood
5. Compatibility issues between residential and commercial
6. Commercial-Residential zoning
7. Sign, parking & set back regs for new form districts
8. Industrial zoning within traditional neighborhood
9. Enterprise zone advantages

Topics

Work Group 7: Open Spaces, Environmental Preservation, Recreation

1. Wetlands, Sacred Heart Home land from Louisville Paving, 4.3 acres
2. Nature preserve, scenic easement
3. Ecosystem restoration, urban forestry
4. Parks: Arlington, Bingham, an Olmstead park
5. Cliffs and steep slopes – Brownsboro Rd, I-64
6. Brightsites, neighborhood vegetable garden, Garden Club
7. Street trees, trees in non-public areas
8. Public art and public plantings
9. Noise, water, and air pollution
10. Recycling, garbage collection, trash

Work Group 8: Transportation – Pedestrian Access, Bike Routes & Amenities

1. New sidewalks, curbs, drains – identify where they are still needed
2. Visual impaired/disabled aids: curb cuts, hand rails, crossing sound devices
3. Amenities: street trees, trash cans, recycling & litter control plan, water fountains, benches, other street furniture, lights, bus stops, bike racks.
4. Bike routes, maps, bike-bus routes, TARC & bike locations

Work Group 9: Transportation – Public

1. Bus routes and stops
2. Light rail stops and station
3. Park & TARC, park & light rail
4. Local trolley in business district
5. Amtrak route

Work Group 10: Transportation – Vehicular

1. Calming devices, speed limits
2. Truck routes
3. Parking problem areas, parking limit signs, commercial/residential uses
4. Hazardous intersections, accidents
5. Traffic signals, stop signs
6. Street conditions, pavements
7. Train issues, noise, quiet zones

Work Group 11: Infrastructure & Utilities

1. Utility, cable, phone lines
2. Sewer and storm water lines
3. Drainage problem areas
4. Cell towers
5. New/unbuilt curbs, alleys and streets
6. Billboards

Neighborhood Plan Process

During the third quarter of 1999, Alderwoman Tina Ward-Pugh and Alderman Steve Magre agreed to fund the updating of the 1989-90 Neighborhood plan. A consultant was selected, and on February 1, 2000 a questionnaire/brochure was mailed to 2025 Clifton addresses asking residents to participate in the process and provide ideas on how to improve the neighborhood.

The 1st public meeting was held at the Clifton Center on February 29. Approximately 45 residents attended to review the process, form 11 work groups, and hear comments from other residents and business owners. During March and April, the 11 work groups formulated issues and recommendations. The Clifton Center donated meeting space for them. Steering committee meetings were held on Saturday mornings (March 11, April 1, April 15) to monitor the progress of the work groups, to provide a means for open discussion of issues, and for work groups to share information. The work groups turned in their completed working papers or computer files during the week of April 24. The results were assembled and printed on May 4. On May 15, the steering committee met again to review the results.

At the second public meeting on May 13, 51 ballots were received prioritizing the 33 Land Use recommendations and 18 Transportation recommendations into very high, high, medium and low ratings. The steering committee continued to meet during June, July and August to decide the break points for the ratings, determine the partners for implementation of the prioritized recommendations, and formulate the plan document, major projects, and executive summary.

The Executive Summary was mailed to the 2025 Clifton addresses prior to the 3rd public meeting on September 19. The 10 Major Projects were presented at the meeting, and brochures summarizing the prioritized recommendations, implementation, and major projects were distributed to the 32 residents that attended. Residents attending the meeting suggested additional recommendations, to be incorporated into the plan document.

The updated plan documents will be distributed to government agencies for comments, and presented to the Board of Aldermen for final adoption.

The Clifton Neighborhood Plan is intended to be a living document. The conditions and circumstances that produced the plan's recommendations, goals and major projects are in a state of process and flow. Challenges and opportunities will emerge that will necessitate restatement, modification, or change in the form of amendments. Resident participation and comment will be obtained through council committees and public meetings.

Neighborhood Profile

The Clifton neighborhood boundaries are Brownsboro Rd. on the north, Ewing Ave. on the east, I-64 on the south, and Mellwood Ave. on the west.

On January 1, 1992 new boundaries for the 12 Aldermanic Wards went into effect. The redistricting placed Clifton in both the First and Fifth Ward.

The Fifth Ward takes in the area bounded by Brownsboro Rd. on the north, Frankfort Ave. on the south, east of Mellwood Ave. and west of Coral Ave. It also includes the west side of Coral Ave. and the east side of Coral and the west side of Bellaire north of Emerald. The First Ward encompasses the rest of the neighborhood, all areas south of Frankfort and east of Bellaire.

1. Neighborhood Profile

- a changes in the neighborhood over the past 10 years
- b description of the neighborhood as it presently exists and governmental actions contributing to its character
- c *projection of probable changes in the character of the neighborhood under existing governmental policies and programs*
 - 1 Public Safety
 - 2 Community Resources & Services
 - 3 Historic Preservation
 - 4 Housing
 - 5 Commercial Corridor, Cityscape and Urban Design
 - 6 Open Spaces, Environmental Preservation, Recreation
 - 7 Infrastructure and Utilities
 - 8 Zoning
 - 9 Transportation

Neighborhood Profile

1 Public Safety

a. changes in the last 10 years

The Louisville Police Department has initiated several community oriented police programs. The district resource officer program assists residents in organizing block watches, disseminating information about crime in the area, and explaining how or what programs are available to assist in reducing crime. The LPD bike program operates from the 1st district. Officers patrol neighborhoods on bikes and travel through alleys and parks serving all areas of the city not just Clifton. The robbery reduction program is targeted for businesses during the Christmas holiday season to help deter shoplifting and robberies.

In the spring of 1999 a task force of residents began to meet concerning speeding at various locations throughout the 1st ward and graffiti began to appear on Frankfort Ave. and in alleys. In 2000, 1st Ward Alderwoman Tina Ward-Pugh appropriated additional funds to the police department to address both speeding and graffiti problems, and Commissioner Russ Maple arranged for non-violent inmates from the county jail to remove graffiti from businesses along Brownsboro Rd.

At 2 am. on Saturday, March 2, 1996, many residents were awoken by a loud noise. A railroad tank car parked on the sidetracks at D.D. Williamson blew its lid and a non-toxic greenish-yellow foam like substance (ammonium bisulfate) spread north over the area. Luckily, there were no injuries. The rail car lid landed on a house at 118 Stoll Ave. For hours, residents were instructed by 911 to stay indoors with no confirming information about the incident. It was midmorning before the news reported the incident and hazardous materials crews appeared to start the clean-up. The fertilizer type chemical was diluted with water.

b. current conditions

Serious crime in the last couple of years has decreased city-wide. Block watches on Payne St. and Coral Ave. have begun.

There is a good working relationship between our alderwoman and the 1st district commander in responding to and resolving criminal activity. We are fortunate that speeding and graffiti are the 1st Ward's most serious public safety issues.

Criminal activity is still occurring in Bingham Park.

c. projected changes in the future

Active business and residential block watches, bike patrols, walking beats, district resource officer and other community oriented policing programs should be encouraged to deter criminal activity. Crime needs to be reported so police manpower and resources will be targeted to resolve the problem. As Clifton and the surrounding neighborhoods develop, a police substation will probably be located on either Frankfort Ave. or Brownsboro Rd. to be more responsive to citizens needs.

Channeling youth creative energies into art murals, community projects or organized teen activities should deter graffiti and promote community pride.

Neighborhood Profile

2 Community Resources & Services

a. changes in the last 10 years

The Clifton Center, the American Printing House for the Blind museum, Frankfort Ave. Business Association, and Brownsboro Rd. Merchants Association are the major new resources in the neighborhood in the last 10 years. In adjoining neighborhoods, the refurbished Crescent Hill Bubble and Crescent Hill Library have helped to enhance the quality of life for residents.

The annual Easter Egg Hunt in Bingham Park, Frankfort Ave. Easter parade, FABA Olde Tyme Christmas on Frankfort Ave., and Clifton Center Taste of Frankfort Ave. are some of the neighborhood events that have already become family traditions.

United Crescent Hill Ministries and Metro Parks have teamed up to provide and encourage youth activities and events. Summer camps and after school programs targeted for elementary school age children have been held at either Franklin or an area church. David Egerton and other high school age teens organized their own concerts for a couple of years and attempted to start their own teen center. The City of Louisville Youth Board and James Lees Presbyterian Church partnered to host a teen center at the church from 1996 to 1998. In November, 1999, UCHM hired a Youth Coordinator and with funding obtained by the city is piloting an after school program for middle school age youth at Franklin.

For nearly 10 years neighborhood leaders met to discuss building a gymnasium, purchasing Franklin for a community center, and how and who would operate the facilities.

b. current conditions

The neighborhood and business community is served by a group of leaders that work extremely well together -- another unique quality of our neighborhood in which we take great pride. The business associations, community council, community ministries, churches, schools, and institutions meet at least quarterly to keep the communication lines open and to exchange information. We all do our part to make the neighborhood a great place to live and work.

c. projected changes in the future

In January, 2001, the Jefferson County Public Schools announced the Transitional Program at Franklin would be moved to the renovated Breckenridge facility on Broadway after the end of the school year. In addition, JCPS will surplus the building, reaffirming their commitment to limit the program at Franklin for only two years. With this opportunity, partnerships are being explored with neighborhood organizations and housing coalitions for the reuse of the Franklin school building and property. The pilot middle school program operated by UCHM has been successful at Franklin, and funding to build and operate a gymnasium or recreation facility will be pursued. Franklin, a historical neighborhood asset, will continue to be utilized in part as a community facility, while partnering with other organizations for recreation, educational and housing opportunities.

The Extreme Sports Park to be built at Clay and Witherspoon and Greenway extension, walking/biking paths, will provide additional recreation opportunities nearby.

Neighborhood Profile

3 Historic Preservation

a. changes in the last 10 years

In 1990, The Tollhouse (Sweet Surrender) and Widman's Saloon (Another Place Sandwich Shop now Irish Rover) were placed on the National Register of Historic Places. Joanne Weeter, historic preservation officer for the City and Louisville and Clifton resident conducted a walking tour of the neighborhood and produced a video about Clifton's history and architecture. Clifton celebrated its centennial in 1991 with a festival, and UCHM participated in festivities by honoring our oldest residents.

The Clifton Historic District was expanded in 1992 to include all contributing structures in the neighborhood. The unveiling of the Historic Photo Exhibit at Clifton Pizza was coordinated with the hosting of the delegation to consider the historic district expansion application. In 1994 the historic streetcar marker in front of DairyMart was dedicated.

The W. Harold Frantz Christmas card collection was discovered at the Filson Club in 1994 and reprinted by the council as a fundraiser. The Frantz estate was located near Clifton and Sycamore Aves. A Self-Guided Walking Tour of Historic Clifton brochure was created in 1995 and placed in retail stores and businesses along Frankfort Ave.

b. current conditions

An oral history project, "Memories of Clifton" is currently being undertaken to document life in the neighborhood over the last 60-70 years. The oral interviews with long-time residents will be simulated into a media presentation.

Preservation of historic structures, nomination of properties to the National Register, and renovation of homes to maintain Victorian amenities and character has become stagnate since Joanne Weeter moved from the neighborhood. Vinyl siding versus maintaining the original clapboard has become commonplace. However, the 100 block of Pope St. has seen an expansion of "painted ladies" and there are other sporadic locations throughout the neighborhood.

Demolition, new construction, substandard rehabilitation and remodeling contractors threaten the historic character of the neighborhood. Home repair or loan programs are needed to help homeowners restore box gutters, decorative trim and other historic amenities.

c. projected changes in the future

Additional historic markers are planned at various locations to document the history of our great neighborhood, to increase community pride and to promote public awareness of our historic resources.

There are more historic structures along Frankfort Ave. that need to be researched, nominated to the National Register, rehabilitated according to Department of Interior guidelines, and preserved from demolition.

The implementation of Cornerstone 2020 and either a design review overlay district or local preservation district should assist in the preservation of the neighborhood's historic character, its structures, brick streets and limestone walls. New construction or major renovation should replicate the historic style, architecture, scale, size, massing, building materials, and setbacks of surrounding structures or block face.

Neighborhood Profile

4 Housing

a. changes in the last 10 years

There has been a significant change in the residential character of the neighborhood. A gradual and consistent gentrification is in process, which is bringing new capital and ideas into what was once a predominately moderate-to-low income neighborhood. The continued erosion of moderate-to-low income housing poses a threat to neighborhood diversity. Estimates of the increase in property values since 1990 range from 40% for residential to 60% for commercial. One of the strengths of the Clifton neighborhood is the availability of workers. Many current and potential employees reside in the neighborhood, a good number of them utilize low-to moderate income housing.

Over the last 10 years, a number of duplexes have been converted back to single family dwellings. In-fill housing on vacant parcels has increased the density of some blocks and has created a conflict for parking on streets with no alley or rear yard access for parking.

b. current conditions

The diversity of the neighborhood is being threatened by gentrification and increase in property values. Residents located in the Enterprise Zone are not aware and therefore not taking advantage of the sales tax exemption for building materials purchased to remodel or maintain their homes.

Some landlords do not maintain their rental units, buildings and grounds. Outbuildings, sheds and garages in rear yards have been neglected, many are unsafe, and should be demolished.

c. projected changes in the future

Non-profit housing groups should be contacted to purchase and rehabilitate rental units from landlords with multiple parcels to continue to provide quality affordable housing opportunities within the neighborhood.

An affordable housing strategy should be developed for the neighborhood to encourage a variety of attractive, affordable housing options for underrepresented residents and new housing construction to preserve open space, enhance and protect the natural environment, and promote pedestrian, bicycle, and transit use.

Neighborhood Profile

5 Commercial Corridor, Cityscape and Urban Design

a. changes in the last 10 years

The greatest change in the neighborhood since the late 1980's has been the revitalization of the Frankfort Ave. commercial corridor. Ten years ago there were many vacant commercial storefronts that presently operate as destination-based restaurants and retail businesses.

The Frankfort Avenue Business Association was formed in 1990 to serve the needs of the businesses in both Clifton and Crescent Hill and to market and promote the area as a good place to shop and eat, convenient to downtown hotels and convention visitors. Ohio St. was renamed to Frankfort Ave. to connect 'the avenue' to the waterfront and downtown development. The association conducts two annual events that have now become a tradition and draw crowds from all over the region – the Frankfort Ave. Easter Parade and the Olde Tyme Christmas on Frankfort Ave.

In August, 1991, the Clifton Commercial Corridor Task Force was formed to draft and assist in implementing improvements to Frankfort Ave. from Mellwood to Ewing in cooperation with our Alderman's office and the Office of Economic Development, now called Louisville Development Authority, Business Services. Some accomplishments of the task force were the removal of 13 unneeded telephone phones, re-landscaping of the Brightsites, landscaping and historic marker at DairyMart, realignment of street furniture at intersections, installation of handicapped curbs, providing façade loans to businesses, planting of street trees, repairing sidewalks and curbs with new concrete, stripping of parking stalls to identify where parking is allowed, coordinating with CSX to replace RR crossing with rubberized crossing, and implementing the street banner program. One down side to the improvements was that much the limestone curbs along Frankfort Ave. were removed and not reused within the neighborhood.

In the fall of 1995, the Brownsboro Rd. Merchants Association was established, and in June, 1997 the Brownsboro Rd commercial corridor study was completed. The plan recommended improvements to sidewalks, curb ramps, drainage, parking, traffic signal at Brownsboro Rd. and Clifton, and the Dalhem Clifton Kroger Center.

b. current conditions

The mix of businesses has changed substantially along Frankfort Ave. A dramatic increase in restaurants, shops, and offices has taken place, and there has been a reduction in the number of businesses and institutions serving the neighborhood (e.g., post office, hardware, grocery, elementary school). The west end of Frankfort Avenue is in flux. The Brownsboro Rd. corridor, with the south side in Clifton, has a number of establishments, including Kroger, serving Clifton and surrounding neighborhoods. Commercial and industrial businesses, some more than a century old, continue to have a presence. The School f/t Blind, American Printing House, Anson Tool & Die, D.D. Williamson, Louisville Paving, Sacred Heart, and Cunningham Overhead Door are major neighborhood employers.

c. projected changes in the future

Many residents walk and bike Frankfort Ave. on a daily basis for recreation, exercise and to shop. Clifton has the highest population of visually-impaired residents in the country, therefore, accessibility to businesses and services is important. Business operators need to be aware of the needs, mobility and accessibility of disabled and visually impaired residents, and businesses are encouraged to locate on either the Frankfort Ave. or Brownsboro Rd. commercial corridors to meet the retail and service needs of residents versus promoting destination businesses and increasing the need for additional parking.

Neighborhood Profile

6 Open Spaces, Environmental Preservation, Recreation

a. changes in the last 10 years

Much of the native tree canopy in Bingham has been lost, and non-native undergrowth has invaded the slopes. The Olmsted Parks Conservancy has been established to enhance and restore public parks to their original design and beauty, while Metro Parks provides the routine maintenance. Funds from the Nettleroth Foundation were secured to purchase and install new playground equipment for all age children. In 1999 Metro Parks replaced the equipment in both Bingham and Arlington Parks once again.

Operation Brightsites at Frankfort Ave. and the railroad tracks began in 1987 have been expanded to include plantings on both sides of the street and tracks. In 1993 as part of the commercial corridor study, funds were provided to professionally design and landscape the sites. Street trees were planted along Frankfort Ave. in 1992. Flowering trees were selected for most of the avenue to provide color during spring events like the Easter Parade.

In 1999, after approximately 75 years of dumping which provided 25-50 feet of filled material, the vacant 4.3 acres on Payne St. transferred ownership from Louisville Paving to Sacred Heart Village. While dumping has ceased, the land should be tested and treated to resolve any environmental concerns.

Steep slopes along Brownsboro Rd. and Ewing remain unprotected, while the slopes and cliffs in the I-64 easement are semi-protected as a result of their 1990-91 rezoning to R1.

Environmental awareness and increased regulation have decreased some incidents of pollution from industrial sites within the neighborhood, even though violations and discharges continue to occur in number and frequency. A non-toxic spill occurred on March 2, 1996 from a rail tank car on D.D. Williamson's sidetracks. Ammonium Bisulfate, which transformed into a greenish-yellow foam like substance, spread north over the area. Hazardous materials crews removed and diluted the fertilizer type chemical with water. The fire department and MSD have also responded to hazardous materials spills in Payne St. sewers.

Citywide curbside recycling began in 1991, and once a week garbage collection began in 1994, which relocated some garbage collection from alley to street. Blitz's, Scrub It's, other similarly named clean-up programs and regularly scheduled quarterly junk pick-ups have been ongoing for more than 10 years. These programs have proven themselves to reduce litter, trash and weeds in alleys and other public areas.

b. current conditions

Street trees need to be replanted with non-fruit bearing species that do not require suckering and provide safe passage for the visually-impaired. A green space inventory and mapping project would help to preserve the eco-system and retain public areas and easements for public use, accessible pedestrian pathways and other recreational uses. Scenic or conservation easements should be obtained to protect steep slopes from exposure as occurred with the CVS construction in 1998.

c. projected changes in the future

The renovation of Bingham Park incorporating Olmsted design elements will enhance its usage and natural splendor. It will most likely become a focal point for neighborhood recreational activities and events. Clifton/Arlington Park improvements should highlight its picturesque vistas of downtown Louisville and the waterfront. A new park could be created on the 4.3 acres of vacant property on Payne currently owned by Sacred Heart, assuming there are no environmental hazards from the 75 years of dumping permitted by its previous owner.

Neighborhood Profile

7 Infrastructure and Utilities

a. changes in the last 10 years

Because of the numerous cliffs, steep slopes and natural springs, Clifton is prone to re-occurring surface drainage problems. In August, 1992 after a summer storm dumped nearly 3 inches of rain in fewer than 3 hours, Brownsboro Rd. between Bingham Park and Clifton Ave. was impassible. This site has been improved and now MSD is working to prevent mud from depositing on Brownsboro Rd. sidewalks after heavy rains. Reconnecting pipe discovered up the slope and constructing a retaining wall are proposed.

MSD has introduced the Back Flow Valve Disconnection and Sump Pump Program in an effort to separate storm and sanitary sewer systems countywide. MSD no longer requires expensive engineering plans for smaller scaled projects. Instead contractors, staff and property owners meet to determine the project. Funding for neighborhood drainage projects are now shared with MSD and the Board of Alderman. This funding arrangement allows more projects to be completed.

LG&E has installed spacers on utility lines closest to the power distribution plant located at New Main and Bellaire Ave. near the railroad tracks, which has solved the reoccurring outages caused by power surges or fluctuations.

A cell tower was erected at Brownsboro Rd. and State St. on property owned by the American Printing House for the Blind in 1998.

There are many unbuilt streets and unimproved alleys in the neighborhood that provide an opportunity for additional rear yard parking on crowded streets and use for bicycle and pedestrian pathways. However, in some cases, garages and other out buildings have been constructed in the alley easement area. Some streets do not have curbs and a delineation line between street and easement is not apparent.

b. current conditions

Parking is one of the most important problems existing in the neighborhood. Conflicts arise between businesses and residents for the scarce public parking that is available on the street. Creation of and improvements to alleys to provide rear yard parking is encouraged while balancing the need to preserve green space and utilize easement areas for recreation, pedestrian and bicycle pathways.

Limestone and granite curbs need to be retained and restored. If there is no alternative to removal, the stone should be reused within the neighborhood. New curbs should be constructed with reused stone or faux materials.

Residents need to be made aware of the opportunity to separate storm and sanitary sewer systems through increased participation in the MSD Back Flow Valve Disconnection and Sump Pump Program.

c. projected changes in the future

The removal of billboards from Frankfort Ave. and Brownsboro Rd. would add to the aesthetic beauty of the historic avenue and provide opportunities for introduction of murals and other public art displays.

Wetlands creation could be directed towards correcting existing drainage concerns in areas surrounding cliffs and steep slopes, while protecting the eco-system.

Neighborhood Profile

8 Zoning

a. changes in the last 10 years

Existing zoning for the neighborhood is 79.5% residential, 10.9% commercial, and 9.6% industrial. This is largely the same as in 1989 when the previous neighborhood plan was completed. The last plan enacted a re-zoning of the neighborhood with a goal to properly assign residential and commercial properties to a zoning district classification to match its current use and density.

The recent adoption of Cornerstone 2020 has created form districts. Most of Clifton is assigned to either the Traditional Marketplace or Traditional Neighborhood form districts. The industrial uses on Payne St. are assigned to the Traditional Neighborhood and the industrial uses on Frankfort Ave. are assigned to the Traditional Marketplace form district. The Traditional Marketplace and Neighborhood form districts and land uses within each district should not be expanded. The American Printing House for the Blind and the Kentucky School for the Blind are assigned to the Campus form district.

In the last ten years, there have been 39 cases presented to the City of Louisville Board of Zoning Adjustments, and 7 rezoning, 5 parking waivers, 3 street closures, 1 street renaming, and 1 cell tower cases presented to the Planning Commission, for a total of 56 cases.

There has been a decrease in “vacant” land during the last decade, as in-fill housing has been constructed on unbuilt parcels and Sacred Heart Village has expanded to include assisted living and apartments for the elderly.

b. current conditions

The desirability of the Clifton neighborhood has enhanced the development potential for remaining vacant lots within the community. Green space preservation is needed for environmental vitality, recreation use and to retain the density of the neighborhood at its current level. Another area-wide rezoning is not recommended at this time.

c. projected changes in the future

A design review overlay district or local preservation district is being recommended to control development, obtain historic architectural detail, scale, massing, and set back in new construction, major rehabilitation and expansion projects, and to discourage demolition of contributing structures within the Clifton Historic District.

The density of the neighborhood should be maintained at its current level. Within the next 10 years, it is anticipated that a number of businesses will expand beyond their current property limits. Relocation packages, tax credits, incentives and assistance from the government economic development offices would be helpful in locating other properties for these businesses to move to and marketing their former properties to suitable businesses within the Traditional Marketplace form district guidelines that will service the needs of the residents. To control density and its current level, waivers or variances should not be granted to expanding businesses. Limitations on growth are needed to retain the current mix of commercial and residential, and reduce the conflict for parking on residential side streets. The use of the C-R (commercial-residential) zoning district, where property owners live and operate a retail storefront, is encouraged to draw mom and pop businesses to the commercial corridor.

Neighborhood Profile

9 Transportation

a. changes in the last 10 years

Two traffic signals (red lights) have been installed since the last plan at Frankfort & Pope and Brownsboro & Clifton. In 1994, parking stalls were marked along Frankfort Ave. to identify where parking is allowed. Sidewalks along Frankfort Ave. were resurfaced, and handicapped curbs and tactile surfaces installed. Curbs, drainage improvements, street repaving and parking stall striping were completed on South Haldeman and Arlington. As a result of a traffic study, the North Jane St. hill at Sycamore was made one-way in 1995. In November, 1997, construction began on creating traffic calming islands on Payne St. to detour speeding. Only two of the four traffic islands in the original design were constructed. With the new CVS drug store construction and Kroger remodeling, new sidewalks were constructed along Clifton Ave. and N. Jane St. Audio signal devices and new crosswalks were also installed along Brownsboro at Ewing and Clifton Ave. The 'chicken steps' were improved and CVS installed a pedestrian ramp connecting to the 'steps'.

b. current conditions

Interstate 64 forms the southern boundary in the valley just below the cliffs. While I-64 entrance and exit ramps at Grinstead, Mellwood and Spring provide easy access to east and west destinations, this man-made barrier along with the steep cliffs impedes mobility to the south. Nearby entrances and exits to I-71 and I-65 make it easy to travel to just about anywhere in the county within about 30 minutes. A new interchange at I-71 and River Rd, additional driving lanes on I-64 and I-71, and reworking of spaghetti junction are being considered.

Frankfort Ave, Brownsboro Rd. and Payne St. are the main east-west streets through the area and connect Clifton to adjacent neighborhoods. The signals on Frankfort and Brownsboro are automated to maximum traffic flow on the main arterial, and tripping devices are provided on residential side streets. Mellwood is a main north-south artery and forms the most western boundary of the neighborhood. Pope, Clifton and Ewing are the most utilized residential streets providing north-south traffic within the neighborhood. Most residential through streets between Frankfort and Brownsboro have steep slopes, created by the natural cliffs and steep ridge between State and Ewing Ave. Several streets end at the cliffs—Bellaire, Vernon and Keats. These steep slopes are on the city's priority list for snow removal and sanding. Most streets have two-way traffic except for the steep hill on N. Jane St. Brick streets, alleys and sidewalks are scattered throughout. A city ordinance mandates utility contractors restore streets to their original condition when construction occurs.

As businesses have flourished in the last 2-3 years, parking on Frankfort has become scarce and customers are now parking on residential side streets on a regular basis. Parking has become the most important transportation issue for the neighborhood to resolve. Heavy truck traffic is prevalent on Payne St. near Louisville Paving and D.D. Williamson, on Brownsboro Rd. delivering stock to Kroger, and on Frankfort Ave. delivering goods to restaurants and other business establishments. Truck route signage is present, but not enforced.

Trains are part of the unique character of the neighborhood. The tracks divide the neighborhood in half, provide a natural means to slow traffic on the major thoroughfares, and limit the density of commercial development along Frankfort Ave., so as not become a "Bardstown Rd". Although the trains and tracks are considered a neighborhood asset, their presence and changing elevation and topography along the tracks impedes north-south pedestrian and vehicle movement between Pope St. and Clifton Ave.

The TARC bus system has 3 routes serving the neighborhood including, 15, 19, and 31. Most routes operate between 5 am.-1 am., are handicapped accessible, and some now have bike racks. TARC3 and Atlantic Paratrans services are available to visually impaired and disabled clients.

Neighborhood Profile

9 Transportation - *continued*

c. proposed changes in the future

Clifton is home to approximately 150 visually impaired and disabled residents. A connected sidewalk system and pedestrian amenities are paramount to servicing the needs of the total population. Walkers and joggers use Frankfort Ave. sidewalks daily. Advice from members of the blind community and mobility specialists will be solicited to assure ADA compliance for future pedestrian amenities and facilities.

The police department has identified ten high accident intersections based on 1989-99 accident reports. An engineering firm is conducting a study of these intersections to determine what measures can be implemented to make them safer.

A comprehensive parking study is recommended to identify areas where public or shared parking might be created or parking stalls marked. Construction or paving of unbuilt/unpaved alleys should be explored to relieve parking in residential areas.

New entrance and exist ramps from I-71 will be both a threat and opportunity for the neighborhood. Increased traffic will provide local businesses with more commercial trade while causing more demand for parking. Construction of a downtown bridge will increase traffic volumes on I-64 and I-71 resulting in demand and eventual construction of additional driving lanes. Noise barrier and other noise abatement measures need to be implemented to protect residents. Alternative modes of transportation are recommended to preserve the environment, reduce vehicle traffic within the neighborhood, promote walking and bicycling, and use of local trolleys and public transportation. A connected street and alley grid will enhance good traffic flow through the neighborhood and reduce vehicular pollution. Transportation solutions should be environmentally beneficial and preserve Clifton's traditional neighborhood and natural qualities.

Expansion of bicycle routes and amenities are encouraged to aid cyclists traveling in and through the neighborhood to and from downtown, public parks and the waterfront. Payne St. is currently the only designated bike route.

A local trolley system is suggested to connect and service the needs of Clifton, Clifton Heights and Crescent Hill businesses and residents. The trolley would travel two or more different routes between the three neighborhoods, with the goal to deliver riders to shopping areas like Walgreen's, Kroger, banks, affordable restaurants, and the hardware store/post office. The trolley could also serve to transport students to school, residents to work for those who work in the area, or commuters to a regional train or light rail station.

The CSX tracks provide an opportunity to establish an east-west light rail system, Amtrak and high speed passenger and freight trains, as suggested in the Midwest Regional Rail Initiative, just like Frankfort Ave. was a vehicle for the mule and streetcar lines in the 1900's.

The vision is to once again have a train station in Clifton. Potential sites could be along the tracks between Frankfort Ave. and New Main west to Pope and Charlton. The station would be designed for commuters to park and ride, or to arrive on the local trolley with vehicular access from Payne St. Trains would also stop at pedestrian friendly and handicapped accessible shelters placed at strategic locations along the tracks in the neighborhood.

With the vitality of the commercial corridor in the last decade, many restaurants and storefronts locating on the corridor are now destination businesses instead of establishments serving the needs of neighborhood residents. Regaining family-priced restaurants, hardware store, post office and other shops to provide daily needs of residents while implementing alternative transportation projects to promote walking, biking, and public transportation are proposed to reduce the need for additional parking and asphaltting over green space in the future.

Partial List of Changes in the Clifton Neighborhood - 1990 to 2000

January, 1992: Aldermanic ward boundaries redistricted. Clifton in 1st and 5th Wards.

Public Safety

- May, 1999: 1st Ward Speeding Task Force begins meeting
- Summer, 1999: graffiti started appearing along Frankfort Ave and alleys
- Dec, 1999: LPD robbery reduction program
- March, 1996: non-toxic chemical leak from railroad tank car at DD Williamson
- June, 1993: LPD Bike patrol
- 1995?: LPD Community resource officer program

Community Resources and Services

- May, 1991: Clifton Community Council Centennial Celebration
- 1992: Clifton Center renovations begin after Ursuline-Pitt School closes
- June, 1992: Mr. Logan retires from Franklin Elementary, Nancy Reynolds
- 1993: Clifton Neighborhood Youth Board
- 1993: 1st FABA Easter Parade
- June, 1993: 1st "Taste of Frankfort Ave"
- March, 1994: Crescent Hill Library reopens after fundraiser and major renovation
- April, 1994: UCHM celebrates 20th Anniversary
- 1994: Clifton/Clifton Heights Neighborhood Study
- Oct, 1994: Museum at American Printing House f/t Blind opens
- 1995: American Printing House f/t Blind Museum wins Ky Humanities Council award
- 1995: Family Resource and Youth Service Centers created by JCPS
- Summer 1995: Clifton/Clifton Heights Youth programs in Bingham Park, received funding for 2 summer camps, purchase of equipment, sound equipment
- April, 1996: Teen Center opens at James Lees Presbyterian Church
- Dec, 1996: 1st Santa Sprint, part of Olde Tyme Christmas on Frankfort Ave
- 1998: Bob Butler appropriates \$75,000 in capital budget for Franklin
- 1998: Crescent Hill Bubble pool reopens after yr of renovation
- March, 1999: 11th Easter Egg Hunt, 7th FABA Easter Parade
- July, 1999: Franklin Elementary School closes, Franklin Transitional School begins
- Sept, 1999: Louisville Magazine article "Coming Home to Clifton"
- Nov, 1999: United Crescent Hill Ministries hires youth coordinator
- Dec, 1999: Ky Industries f/t Blind becomes New Visions
- Jan, 2000: city announces location of Extreme Sports Park, Clay & Witherspoon
- Jan, 2000: Greenway extension announced

Partial List of Changes in the Clifton Neighborhood - 1990 to 2000

Historic Preservation

- 1990: Tollhouse and Widman's Saloon (Another Place Sandwich Shop) placed on National Register of Historic Places
- Thanksgiving, 1990: Tollhouse fire
- 1990: Walking Tour & Video of Clifton's history and architecture
- May, 1991: CCC wins 2 preservation awards for saving the Tollhouse.
- May, 1991: Clifton's Oldest Residents honored by UCHM at Centennial Celebration
- Sept, 1992: Walking Tour of Clifton
- Sept, 1992: Clifton National Register District expanded
- Nov, 1992: Clifton Historic Photos displayed at Clifton Pizza
- 1993: Clifton Calendar
- Aug, 1995: A Self-Guided Walking Tour of Historic Clifton brochure published
- Nov, 1994: W. Harold Frantz Christmas cards reprinted from Filson Club collection
- 1996-7: church histories published in newsletter
- March, 1997: Haldeman Ave brick street renovation
- April, 2000: Historic photo display at Clifton Kroger grand re-opening
- May, 2000: "Memories of Clifton" – oral history project begun

Housing

- Feb, 1995: Maryhurst transitional living house on Payne St
- Apr 11, 1999: Oxford Hills Apartment fire (Parliament Sq)

Commercial Corridor

- 1990: FABA created, 1st Olde Tyme Christmas on Frankfort Ave
- 1991-2: Clifton Commercial Corridor Study
- 1992: Street trees planted on Frankfort Ave
- 1993: Utility pole removal, railroad crossing improvement, new sidewalks from Mellwood to William.
- 1993: houses at 2018-2026 Brownsboro Rd rehab'd into retail shops
- 1993: Hair By Bennie buildings renovation
- Jan, 1994: Good Neighborhood Food Co-op returns to Clifton
- 1994: FABA joins Convention Bureau, marketing brochure created, 140 street banners
- Fall, 1995: Brownsboro Rd Merchants Association established
- 1996: Good Neighbor Food Co-op closes
- June, 1996: Clifton Hardware closes
- 1997: Brownsboro Rd commercial corridor study
- Sept, 1997: Bussman's Bakery reopens

- Sept, 1998: Furlong's opens at 2350 Frankfort Ave
- Dec, 1998: CVS construction begins, The Wheel Restaurant demolished
- Summer, 1999: Cunningham Overhead Door new building
- Oct, 1999: Kroger remodeling begins

Partial List of Changes in the Clifton Neighborhood - 1990 to 2000

Open Spaces, Parks

- Spring, 1992: City of Louisville Urban Forest Task Force began
- Fall, 1995: Brightsite created at Arlington & Stoll, replacing NuPak gravel parking lot
- May, 1999: Bingham Park basketball court improvements
- Nov, 1999: new playground equipment in Bingham and Clifton park

Infrastructure & Utilities

- Nov, 1997: Drainage problem on Brownsboro Rd, between Coral and Clifton Ave
- Cell tower installed behind American Printing House for the Blind

Pedestrian Access, Bikes Routes, Street Amenities

- Summer, 1994: new Frankfort Ave sidewalks, street paving, landscaping
- Fall, 1999: \$6,000 improvements to "chicken steps"

Public Transportation

Vehicular Transportation

- June, 1991: Beargrass Baptist Church parking lot

- Summer, 1994: South Haldeman and Arlington Ave street improvement
- Summer, 1994: Sycamore & N Jane St traffic study leads to one-way street in 1995
- Summer, 1997: Frankfort Ave Parking committee
- Nov, 1997: Traffic calming devices constructed on Payne St
- April, 1997: Ohio St renamed Frankfort Ave

List of Clifton Zoning Cases by Year

1. 2000 – B-93-00, 107 N. Jane St., Cheryl Brawner, Millennium Sport & Imports
A variance application to permit existing residence, shed, garages and patio to encroach the required rear and resultant side yards.
2. 2000 – B-88-00, 135 Stoll Ave. Mr. Ed Elkins
A variance to allow existing house, garage and the proposed detached garage to encroach upon the required yards.
3. 2000 – B-82-00, 2319 Frankfort Ave, Irish Rover
Appeal of a cease order issued by the City of Louisville Dept of ILP concerning the expansion of a business without providing adequate parking to comply with the regulations.
4. 2000 – B-22-00,
A variance to allow an existing residence (under construction) to encroach the required front yard.
5. 1999 – PW-5-99, 2200 Brownsboro Rd, Kroger, remodeling, parking waiver
Request to reduce the required number of parking spaces from 228 to 153 (33% waiver)
6. 1999 – Sturgis St Closing
7. 1999 – B-283-99, 1742 Payne St
A variance to allow existing residence and garage to encroach upon the required street side yard
8. 1999 – B-211-99, 126 Stoll Ave
A variance to permit a proposed addition to the existing residence to encroach in the side and rear yards
9. 1999 – B-167-99, 2241 Payne St
A variance to permit a proposed garage to be in the side yard
10. 1999 – B-155-99, 2016 New Main St, Brad Newhall
A variance to allow proposed structure to encroach upon required side yard and allow existing structure to encroach upon the required rear yard
11. 1999 – B-115-99, 287 Haldeman Ave
A variance to permit a proposed addition to encroach upon the side yard
12. 1999 – B-89-99, 150 S. Pope St.
A variance to allow proposed porch to encroach upon the side yard

List of Clifton Zoning Cases by Year

13. 1999 – 9-20-99CVLW, 2133 Frankfort Ave., Cunningham Overhead Door
Ordinance to change the zoning from R-7 residential multi-family and C-1 to C-2 commercial on 1.5 acres, a conditional use permit to allow the mini-warehouse facility, a variance for existing and proposed structures to encroach upon the required yards and a landscape waiver to omit the required 15 ft landscape buffer area along the north property line and Weikel Ave.
14. 1999 – B-15-99, 1875 Arlington Ave, Dancensation/Colonial Services
Granted appeal of refusal to allow use of portion of the building for a dance studio after required parking secured to support this use
15. 1998 – B-322-97, 1875 Arlington Ave, Colonial Services, non-conforming use
Grant appeal for non-conforming M-2 use as a contractor's shop in a R-6 zoning district
16. 1998 – 17-98, minor plat for cell tower at American Printing House for the Blind
4-12-96 and 4-15-97, 1839 Frankfort Ave
Proposal by BellSouth Mobility cell tower to construct a 120 ft monopole cell tower. Original case challenged in court so new request filed for same site.
17. 1998 – B-293-98, 117 Coral Ave, Mark Sells, Prevention Blindness of Ky.,
Ky Lions Eye Foundation
Appeal granted of stop-use from one non-conforming use to another non-conforming use, since current use found to fall within the previously approved non-conforming use. Ky Council for the Blind, previous occupant, and Prevent Blindness Ky both are education related with office as an ancillary use.
18. 1998 – B-270-98, 129 N. Clifton Ave
A variance to allow a proposed 2nd story addition to encroach upon the side yard
19. 1998 – 1832 Frankfort Ave, Body Piercing Shop, old Crescent Hill Plumbing
IPL Stop Use
20. 1997 – B-254-97, PW-15-97, 2330 Frankfort Ave, Zephyr Cove, enclose front porch
Request to reduce required number of parking spaces from 31 to 28 spaces.
Related cases B-112-95, B-77-90, L-121-90.
B-254-97: A variance to allow proposed off-street parking and the existing sign to encroach the required front yard, and existing structure, proposed additions, existing signs and proposed off-street parking to encroach the required South Keats Ave street side yard

List of Clifton Zoning Cases by Year

21. 1997 – PW-3-97, 2342,44,46,48,50 Frankfort Ave, Walt Jones, Furlong's
Request to reduce the required number of parking spaces from 51 to 34 for proposed restaurant and hair salon. 4/26/00 letter from City of Louisville questioned if parking waiver still valid since hours of the 2 uses have changed resulting in an increased overlap of hours of operation whether this invalidated finding which resulted in approval of the parking waiver.
22. 1997 – B-93-97, 1846 Frankfort Ave
A variance to allow the existing porch deck and detached garage to encroach upon the required side yard
23. 1997 – B-38-97, 2129 Sycamore Ave
A variance to allow a proposed garage to encroach upon the required side yard and be within 2 ft of the property line
24. 1997 – B-30-97, 1856 Frankfort Ave
A variance to allow a structure to encroach upon the side yard (R-7) apartments.
25. 1997 – B-220-97, 132 Stoll Ave, Sisters of the Good Shepherd, Maryhurst Inc
A variance to allow a proposed room addition, an existing building and deck to encroach upon a required side yard on condition the maximum number of tenants is 9 and no more than 3 staff, except in an emergency situation.
26. 1997 – B-204-97, 203 N. Clifton Ave
Grant appeal of a refusal issued by Dept of IPL based upon alleged non-conforming rights to allow apartments in the R-5 zoning district
27. 1997 – B-121-97, 2300 Frankfort Ave, Video Store at Jane St.
A variance to allow the existing structure, addition and off-street parking to encroach the street side yard.
28. 1997 - 1-7-97, rename Ohio St. to Frankfort Ave
29. 1996 – Stoll & Sturgis St, street closure, Mark Isaacs, Legacy Homes
30. 1996 – B-298-96, 285 N. Pope St
A variance to allow a proposed carport to encroach upon the Brownsboro Rd side yard to be a minimum of 18 ft from the property line
31. 1995 – B-154-95, 139 State St., Darrell Muthall, IPL non-conforming rights

List of Clifton Zoning Cases by Year

32. 1995 – B-42-95, 2232 Frankfort Ave., Longshot Tavern
A variance to allow the expansion of the 2nd fl to encroach upon the required Rastetter Ave street side yard
33. 1995 – B112-95, PW-1-95, 2330 Frankfort Ave, Zephyr Cove
PW-1-95: Request to reduce the required number of parking spaces from 26 to 24 for a proposed bakery/restaurant combination.
B112-95: A variance to permit proposed parking to encroach along the Keats Ave street side yard and south property line.
34. 1994 – 9-40-94VLW, 2309 Frankfort Ave, Allo Spiedo, new outside seating
Ordinance to change the zoning from C-1 to C-2 commercial, request for a variance to allow existing signage, parking and dumpster in the required front yard and a landscape waiver to omit the perimeter landscape buffer areas and interior.
PW-3-94: Request to reduce the required number of parking spaces from 25 to 18 spaces approved.
35. 1994 – B-213-94, 2252 Payne St, Maryhurst Inc, conditional use permit
Conditional use permit to allow an exceptional residential use for a Transitional Independent Living Program for adolescent girls 16-18 years with a maximum of 8 residents and 3 staff
36. 1993 – B-39-92 & B-39-93, 1947 Frankfort Ave, Clifton Baptist Church sign
A variance to permit proposed sign to encroach upon the Frankfort Ave street side yard and to allow the existing structures to encroach upon the required yards
37. 1993 – 9-28-93V, 2223 Sycamore Ave, R5-R5B, Peggy Sue Howard
Ordinance to change the zoning from R-5, single family to R-5B two-family residential including a variance to allow off-street parking in the required front yard and a variance to allow the existing structure to be 3 stories tall.
38. 1992 – 9-55-92VLPW, 2018-2026 Brownsboro Rd, Bennett Properties, R6-C1
Ordinance to change the zoning from R-6 multi-family to C-1 commercial, a variance to allow off-street parking to encroach upon the required front yard, a parking waiver to reduce the required number of parking spaces from 30 to 24 spaces, a landscape waiver to omit the 5 ft. perimeter landscape buffer area along Brownsboro Rd. and to omit the required screen fence adjacent to the west property line.
39. 1992 – 9-32-92VLW, 1931 Frankfort Ave, AMS Temporaries
Ordinance to change the zoning from R-7 residential to OR-3 office/residential, a variance to allow existing parking to encroach upon the required side yards; an existing sign to encroach upon the required front yard and a waiver of the landscape requirements for this temporary use as a nursing service.

List of Clifton Zoning Cases by Year

40. 1992 – B-254-92 & B-255-92, 133 Stoll Ave, Packaging Service Corp of Ky
Arlington & Stoll NuPak, parking lot
Conditional use permit for off-street parking and variance to permit parking to encroach upon the required yard. Case withdrawn.
41. 1992 – B-135-92, 1832 Frankfort Ave, former Crescent Hill Plumbing
Denied appeal of stop use for 7 apartment units in the R-5B zoning district as this would be an expansion of the non-conforming use. (Previous R-7 non-conforming rights exist for a maximum of 4 dwelling units)
42. 1991 – B-61-91 & B-62-91, 116 Jane St, Beargrass Baptist Church parking lot
Conditional use permit for off-street parking, and a variance to permit existing structures and proposed off-street parking to encroach upon the required yards
43. 1990 – B-160-90, 230 Albany Ave
A variance to permit the proposed detached garage to encroach upon the required side yard and Clifton Ave. front yard
44. 1990 – B-77-90, 2330 Frankfort Ave, Tom Raque Distributing Co
A variance to permit proposed dock and storage to encroach in to required street side and rear yards, a variance for a fence to exceed 4 ft in height in the required street side yard, and a landscape waiver to allow a chain link fence be used for security in place of a required solid wood fence.
45. 1990 – B-40-90, 1942 Payne St., former Good Neighbor Food Co-Op
Granted appeal of a refusal issued by City of Louisville (ILP) to continue non-conforming C-1 use for a grocery in the R-6 zone.
46. 1990 – 9-21-90, Clifton Area-wide Rezoning
Proposed to provide stability for the existing pattern of land uses in the neighborhood
47. 1989 – 9-80-89V, 2018-2026 Brownsboro Rd, Muharren Gultkin, R6-C1
Request denied to change zoning from R-6 to C-1 for a restaurant and variance request to allow parking to encroach the front yard and omit the landscape buffer requirement along the rear property line. Denied because development did not address steep slope of land and the residential character of the neighborhood.
48. 1989 – B-84-89, 2004 Payne St, Dave Elder Construction, Omega Developmt Group
A variance to allow apartment buildings to be 3 stories and 42 ft tall (2.5 stories and 35 ft tall is the maximum allowed outright in the R-6 zoning district)
49. 1989 – B-114-89, 108 Rastetter Ave
A variance to permit a proposed garage and carport to encroach into the required side and rear yards.

List of Clifton Zoning Cases by Year

50. 1989 – B-122-89, 1801 Frankfort Ave and 203 N. Pope St
A variance to permit the existing structures to encroach upon resultant required rear yards when property subdivided.
51. 1988 – 1-20-87, Vernon Ave street closing
52. 1988 – 1800-1810 Brownsboro Rd
Ordinance to change the zoning from C-1 to C-2 for auto repair, office, equipment sales and storage. Revised development plan approved to eliminate one building and provide seven spaces for display and sales of cars.
53. 1988 – 178 Coral Ave, Mose Putney
A variance to allow parking for a proposed apartment to encroach upon the front yard and to be located 5 ft. from the front property line.
54. 1999 - B-293-99, 2120 Payne St, Sacred Heart Village II – divide tracts
A variance to allow an existing structure to encroach upon resultant yards created by the proposed subdivision of the property into 2 tracts. 0 ft from the side property line
55. 1999 - B-114-99, 2120 Payne St, Conditional Use Permit
Sacred Heart Home – west side, 50 apts
Conditional use permit to allow a proposed structure and off-street parking to encroach upon required yards and for the structure to exceed a maximum height of 35 ft. Related case B-125-81: CUP for elderly housing.
56. 1998 – B-41-95, 2120 Payne St, Conditional Use Permit
Sacred Heart Home – sign
57. 1997 - B-41-95, 2120 Payne St, Conditional Use Permit
Sacred Heart Home – 60 Bed Nursing Center, rear
58. 1995 - B-41-95, 2120 Payne St, Conditional Use Permit
Sacred Heart Home – height variance, 50 front apts
A variance to permit the proposed building to be 3 stories and to permit off-street parking to encroach the Clifton Ave street side yard. This plan was modified in July, 1997; November, 1997, and July, 1999.

Based on a 'windshield survey' for preliminary use. Feb 2000

Land Use/Zoning

Clifton Community Council committees, work groups and task forces will be developed to implement the major projects drafted in this neighborhood plan. It is the intent of the council to invite the Frankfort Ave. Business Association, Brownsboro Rd. Merchants Association, United Crescent Hill Ministries, schools, churches, institutions, and other interested parties to participate in the process.

The process will begin with a neighborhood public meeting during the first quarter of 2001. Multiple projects will be in various stages of implementation based on the progress of the group. Some projects will be completed in a short period of time, based on their urgency and importance to the neighborhood like the Design Review Overlay District. A time line has been drafted for each major project to give an over view of the anticipated process. Resident leadership and participation as well as coordination with elected officials, government agencies and foundations for funding, consultation and professional expertise will be critical to our success.

The *Clifton Quarterly*, public meetings and the soon to be developed web site will be utilized to educate and keep non-participating residents informed of our progress.

2 Land Use/Zoning

a Prioritized Recommendations

b Implementation

- 2 Government
- 2 Foundations, other grant funding sources
- 3 Social service agencies & churches
- 4 Business association
- 5 Community council
- 7 Residents – collectively, individually

c Major Projects

- 1 Franklin School property
- 2 “Chicken steps”
- 3 Sacred Heart Village vacant property
- 4 Park Enhancements and Improvements
 - a Bingham Park, an Olmsted park
 - b Clifton/Arlington Park.
- 5 Green Space Inventory
- 6 Frankfort Ave. Streetscape
- 7 Affordable Housing and Home Repair Programs
- 8 Marketing/Education Brochures and Media Presentation

Land Use/Zoning

d Needs Assessment

1. Public Safety
 1. Fear of crime and vandalism in the neighborhood.
 2. Police enforcement of traffic regulations.
 3. Concern for the safety of residents as a result of train accidents and chemical spills.
 4. Noise problems and untethered dogs.
2. Community Resources & Services
 5. *The future use of the Franklin Transitional High School (formerly Franklin Elementary School) is uncertain.*
 6. *Youth in the neighborhood do not have enough activities or facilities targeted toward their needs.*
 7. *Information concerning neighborhood activities should be in a medium accessible to all who live or work in the neighborhood including special medium needs of blind and visually impaired residents, and institutions serving the visually impaired, and visually impaired residents need to be included in neighborhood decisions.*
 8. There are not adequate licensed daycare and after school programs in the neighborhood.
 9. *The neighborhood lacks a branch of the United States Postal Service.*
3. Historic Preservation
 10. The historic character of the Clifton neighborhood is threatened by the adverse impacts of commercial development, lack of preservation knowledge, and financial limitations of individual property owners.
 11. The history of the neighborhood needs to be recorded and disseminated, awareness of the Clifton Historic District needs to be promoted, and historic features of the neighborhood need to be preserved.
4. Housing
 12. A mix of multiple and single family homes assures a variety of affordable housing options that improve the quality of the neighborhood.
 13. Deteriorating property detracts from the quality of the neighborhood.
5. Commercial Corridor
 14. The Frankfort Ave. commercial corridor needs to provide retail stores and services to meet the needs of residents, including accessibility issues, and a healthy mix of residential and commercial uses to sustain economic development and a viable community.
 15. The Brownsboro Road Corridor presents a unique set of difficulties, e.g. steep slopes, fast food, and drive through establishments.

Land Use/Zoning

d Needs Assessment - continued

6. Open Spaces, Environmental Preservation, Recreation
 16. Arlington/Clifton Park and Bingham Park need improvement to enhance their use and beauty.
 17. The 4.3 acres of the land on Payne St. recently purchased by Sacred Heart Home from Louisville Paving has been used for dumping for nearly 75 years. The land should be maintained as open space and tested to resolve any environmental concerns.
 18. The neighborhood has areas that are candidates for designation as scenic easements, preservation easements, scenic conservation easement or for conversion to wetlands.
 19. Protection is needed for tree-covered slopes along Brownsboro Road.
 20. Trees are an asset to the neighborhood and need to be protected, maintained, replaced, and increased in number.
 21. Retain and enhance the Operation Brightsites and create community gardens
 22. Graffiti, trash, litter, garbage, dumping and ill-kept streets, alleys, and rear yards.
 23. Pollution from industries in and adjacent to the neighborhood.
7. Infrastructure & Utilities
 24. Street and alley lighting is a problem in several areas.
 25. Recycling of materials in our infrastructures.
 26. Drainage, sewer and utility problems exist.
8. Zoning
 27. Existing zoning permits higher commercial uses than exist in the commercial corridors.
 28. Residents and business owners in the area are unfamiliar with zoning and building code regulations.
 29. Residents are concerned with how zoning changes, variances, waivers, new construction, parking, landscaping, and signage impact the aesthetic appearance of the neighborhood.

Very High

<p>1. Encourage and enforce landlords, property owners and businesses to maintain their properties according to building code and housing regulations, property maintenance, garbage collection, recycling, pollution, environmental health and weed ordinances. Encourage property owners to paint over, remove graffiti or report its location to the city and grant them permission to remove it. Paint murals on buildings to deter graffiti.</p>	<ul style="list-style-type: none"> ▪ Board of Aldermen ▪ Frankfort Ave Business Association ▪ United Crescent Hill Ministries ▪ Other Community Councils ▪ Louisville East Housing Corporation ▪ Louisville Visual Art Association ▪ Operation Brightside ▪ Tenants Union ▪ Dept of Inspections Permits & Licenses ▪ Police Dept -1st District ▪ Dept of Public Works ▪ Neighborhood Youth ▪ Property Owners
<p>2. Enforce ordinances on anti-litter, junk, illegal dumping, garbage collection, noise, and untethered dogs. Conduct Neighborhood Clean-ups several times per year, coordinated with Junk Pick-up dates. Encourage resident and business participation in recycling programs. Increase the number of trash/recycling receptacles within the neighborhood. Educate residents about animal and noise ordinances, encourage residents to report violations, and seek enforcement by animal control and the police department.</p>	<ul style="list-style-type: none"> ▪ Dept of Inspections Permits & Licenses ▪ Frankfort Ave Business Association ▪ Police Dept -1st District ▪ Dept of Public Works ▪ Solid Waste Management Services ▪ Animal Control ▪ Shamrock Foundation ▪ Animal Care Society
<p>3. Provide additional recreational, tutoring, employment, teen center and social service programs for area youth through partnerships with schools, community agencies, churches, and Metro Parks or invite youth service providers (like UCHM, YMCA, Cabbage Patch, City of Louisville Neighborhood Youth Board, etc.) to provide youth based programs, sports leagues to youth in the area.</p>	<ul style="list-style-type: none"> ▪ Board of Aldermen ▪ United Crescent Hill Ministries/Churches ▪ YMCA ▪ Jefferson Co Public Schools ▪ Frankfort Ave Business Assoc/Businesses ▪ Metro Parks ▪ Dept for Youth Services ▪ Cabbage Patch Settlement House
<p>4. Encourage businesses to locate in either the Frankfort Ave or Brownsboro Rd commercial corridors to meet the retail and service needs of residents (post office, hardware store, family-priced restaurants, etc.) versus destination businesses. Promote awareness of business operators concerning the needs, mobility and accessibility of disabled and visually impaired residents. Discourage drive-through establishments on Frankfort Ave.</p>	<ul style="list-style-type: none"> ▪ Board of Aldermen ▪ Louisville Development Authority ▪ Frankfort Ave Business Association ▪ Brownsboro Rd Merchants Association ▪ Planning Commission ▪ KIPDA ▪ Kentucky School for the Blind ▪ Other agencies serving the needs of visually-impaired and disabled citizens ▪ Property Owners

Very High

5. Preserve and enhance distinctive historical features of the neighborhood such as the brick streets and sidewalks, limestone walls, and the 'chicken steps'. Residents are encouraged to report utility contractors that do not restore brick streets to their original brick condition per city ordinance.	<ul style="list-style-type: none"> ▪ Board of Aldermen ▪ Utility contractors ▪ Kentucky Heritage Council ▪ Landmarks Commission ▪ Dept of Public Works ▪ Property Owners
6. Retain the current mix of single and multiple family housing to assure a variety of affordable housing options that maintains the diversity of the neighborhood. Encourage the redevelopment of the Parliament Square property as multiple family affordable housing. Encourage non-profit housing groups to rehabilitate multiple family units to provide quality affordable housing opportunities.	<ul style="list-style-type: none"> ▪ Housing Authority of Louisville ▪ Jefferson Co Housing Authority ▪ Dept of Housing & Urban Development ▪ Louisville Development Authority ▪ United Crescent Hill Ministries ▪ Tenant's Union ▪ New Directions ▪ Habitat for Humanity ▪ Louisville East Housing Corporation ▪ Board of Aldermen ▪ Planning Commission
7. Form a partnership with Jefferson County Public Schools and the City of Louisville with the goal of retaining Franklin as a viable operating school, and use of the facility by the community during non-school hours for community-based activities, and investigate the feasibility of constructing a gymnasium for both partners.	<ul style="list-style-type: none"> ▪ Jefferson Co Public Schools ▪ Board of Aldermen ▪ Frankfort Ave Business Assoc/Businesses ▪ United Crescent Hill Ministries/Churches
8. Encourage residents and businesses to form block watches, obtain exterior lighting to prevent and reduce crime, and to promote community. Encourage the police department to retain the bike patrol and community resource officer programs.	<ul style="list-style-type: none"> ▪ Board of Aldermen ▪ Police Dept -1st District ▪ Frankfort Ave Business Assoc/Businesses ▪ Brownsboro Rd Merchants Association ▪ Residents & property owners

High

9. Increase the environmental vitality of the community through beautification of the parks, preservation of slopes through scenic easements, development of community gardens, and advancement of urban plantings. Encourage resident and business participation in Operation Brightside alley and beautification programs. Create a garden club to conduct projects not being undertaken by the Council's beautification committee.	<ul style="list-style-type: none"> ▪ Louisville Development Authority ▪ Metro Parks ▪ Olmsted Conservancy ▪ Operation Brightside Community Garden Pgm ▪ City Arborist ▪ Other Garden Clubs ▪ Jefferson County Extension Office ▪ Jefferson County Environmental Trust ▪ Dept of Public Works - Open Spaces
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High

10. Work with the Air Pollution Control District, Environmental Health, EPA, MSD and businesses in the area to reduce air pollution. Encourage reporting and enforcement of regulations on air, water, and soil pollution.	<ul style="list-style-type: none">▪ Ky Cabinet for Natural Resources & Environmental Protection▪ OSHA▪ Solid Waste Management Services▪ MSD▪ Air Pollution Control District▪ Health Dept – Environmental Health▪ Fire Dept▪ Ky Dept of Transportation▪ Frankfort Ave Business Assoc/Businesses
11. Request underground utilities to be used on new construction projects.	<ul style="list-style-type: none">▪ Louisville Development Authority▪ Planning Commission▪ LG&E▪ Insight Communications
12. Approach area manufacturers, storage facilities, and transporters to disseminate safety plans so residents will be prepared should there be another hazardous event. Contact the fire dept, MSD, health dept and other hazardous materials response agencies to assist in educating residents.	<ul style="list-style-type: none">▪ Fire Dept /Emergency Medical Svcs▪ MSD▪ Ky Cabinet for Natural Resources & Environmental Protection▪ CSX▪ Police Dept - 1st District▪ Air Pollution Control District▪ Health Dept – Environmental Health▪ Other HAZMAT response agencies▪ Frankfort Ave Business Assoc/Businesses
13. Identify and inventory a list of vacant parcels for potential public uses or redevelopment. Retain the vacant land along I-64 for open space.	<ul style="list-style-type: none">▪ Louisville Development Authority▪ Ky Dept of Transportation▪ LOJIC▪ KIPDA▪ US Dept of Interior (Highway Beautification Act)▪ Property Owners
14. List storm water problem areas and develop solutions to correct drainage and combined sewer complications.	<ul style="list-style-type: none">▪ MSD▪ Dept of Public Works

High

15. Obtain assistance from the Landmarks Commission or other historic societies to identify structures of historic significance and encourage property owners to submit their properties for nomination to the National Register. Nominate property owners who have completed historic restoration projects for award consideration to state and local historic preservation agencies. Inform property owners and developers entering into new construction or major rehab about the opportunities, including tax incentives, if they should decide to conform to Department of Interior guidelines for structures within the Clifton Historic District. Inform property owners about the availability of Landmarks Commission staff to assist with historic design, advice, and consultation.	<ul style="list-style-type: none">▪ Landmarks Commission▪ US Dept of Interior▪ Kentucky Heritage Council▪ Property Owners
16. Maintain unbuilt right-of-ways as public open land for the scenic and ecological benefit of the community.	<ul style="list-style-type: none">▪ Louisville Development Authority▪ Dept of Public Works▪ KIPDA
17. Minimize tree trimming by LG&E and replant right-of-ways with smaller plant species. Seek sources for free and reasonably priced trees for planting in public areas. Plant native canopy trees along Payne Street where residents permit. Remove inappropriate street trees along Frankfort Avenue and replant with appropriate street tree species.	<ul style="list-style-type: none">▪ LG&E▪ City Arborist▪ Louisville Development Authority
18. Host home improvement or repair seminars and demonstrations, historic rehabilitation classes, utility and weatherization classes. Educate residents concerning Enterprise Zone tax benefits in eligible areas and lead hazards. Approach lending institutions to establish programs targeted for historic restoration of box gutters, decorative trim, and deteriorating outbuilding, shed or garage repair. Publish volunteer home repair programs provided by social service providers to assist senior citizens, disabled and individuals qualifying based on need and income guidelines. Encourage general contractors who purchase and rehabilitate homes to preserve interior and exterior historic trim and features.	<ul style="list-style-type: none">▪ Board of Aldermen▪ Louisville Development Authority▪ Housing Authority of Louisville▪ Jefferson Co Housing Authority▪ Dept of Housing & Urban Development▪ United Crescent Hill Ministries▪ Landmarks Commission▪ Louisville East Housing Corporation

High

19. Obtain scenic easements on private property so the City or volunteers can plant trees and shrubs and do other erosion remediation.	<ul style="list-style-type: none">▪ Louisville Development Authority▪ MSD▪ Dept of Public Works▪ Board of Aldermen
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Medium

20. Enforce ordinances against non-conforming uses. Continue to educate residents concerning building codes, zoning regulations and ordinances.	<ul style="list-style-type: none">▪ Dept of Inspections Permits & Licenses▪ Planning Commission
21. Implement a soil erosion plan for steep slopes in the community with the help of MSD. Construct a retaining wall to correct the drainage problem along Brownsboro Road sidewalk.	<ul style="list-style-type: none">▪ MSD▪ Dept of Public Works▪ KIPDA▪ Board of Aldermen▪ Property Owners
22. Conduct soil tests on the land near Sacred Heart Village by the appropriate agencies due to past dumping. Have the property cleaned up as recommended by the agencies. Discourage built structures, but reserve the land for a community open space as a wetland or park with parking adjacent to the current west driveway.	<ul style="list-style-type: none">▪ Louisville Development Authority▪ MSD▪ Ky Cabinet for Natural Resources & Environmental Protection▪ Metro Parks▪ Planning Commission▪ Sacred Heart Village▪ Board of Aldermen
23. Educate residents and continue the work toward separating the storm and sanitary sewer systems, including the Back Flow Valve Disconnection and Sump Pump Program.	<ul style="list-style-type: none">▪ MSD▪ Board of Aldermen
24. Discourage new and remove existing billboards and unnecessary signage. Purchase Bright Site land at Frankfort Avenue and Clifton Avenue, owned by Scott Cummings, to remove the billboard and retain the land for public use.	<ul style="list-style-type: none">▪ Dept of Inspections Permits & Licenses▪ Board of Aldermen▪ Planning Commission▪ Operation Brightside▪ Dept of Public Works – Open Spaces
25. Verify that properties currently zoned commercial on Frankfort Ave., Brownsboro Rd. and Mellwood Ave. are assigned correctly to Traditional Marketplace form district.	<ul style="list-style-type: none">▪ Planning Commission
26. Develop a standard list of binding elements for the Traditional Marketplace form district guidelines that blends well with the historic character of the neighborhood and the Clifton Historic District.	<ul style="list-style-type: none">▪ Landmarks Commission▪ Planning Commission

Medium

27. Conduct a master plan of Bingham Park, an historic Olmsted Park.	<ul style="list-style-type: none">▪ Metro Parks▪ Olmsted Conservancy▪ Kentucky School for the Blind▪ Other agencies serving the needs of visually-impaired and disabled citizens
28. Request Board of Aldermen and Landmarks Commission revise the demolition ordinance to read if a petition for a Local Landmarks District is received within 30 days, the Landmarks Commission has an additional 60 days to consider and establish the requested Local Landmarks District.	<ul style="list-style-type: none">▪ Board of Alderman▪ Landmarks Commission
29. Increase community pride and public awareness of neighborhood historic resources through historic highway markers, historic photo displays, walking tours, oral histories, videos, books, brochures and seminars.	<ul style="list-style-type: none">▪ Landmarks Commission▪ Kentucky Heritage Council
30. Encourage the use or rezoning of properties to C-R commercial-residential zoning district for commercial property owners who live and operate a retail storefront business along Frankfort Ave.	<ul style="list-style-type: none">▪ Planning Commission▪ Frankfort Ave Business Assoc/Businesses
31. Create an accessible mini-park in the public unbuilt street right-of-way at the Chicken Steps, with historical marker(s) and public art, to enhance the public amenity and encourage walking.	<ul style="list-style-type: none">▪ Louisville Development Authority▪ Dept of Public Works▪ KIPDA▪ Kentucky School for the Blind▪ Other agencies serving the needs of visually-impaired and disabled citizens▪ Property Owners

Low

32. Conduct a study to develop a comprehensive streetscape design of the Frankfort Avenue corridor.	<ul style="list-style-type: none">▪ Louisville Development Authority▪ KIPDA▪ TARC▪ Frankfort Ave Business Association▪ Kentucky School for the Blind▪ Other agencies serving the needs of visually-impaired and disabled citizens
33. Identify a public facility within the neighborhood easily accessible to residents to assemble brochures and media for disseminating information on the neighborhood, city services, ordinances and regulations.	<ul style="list-style-type: none">▪ Board of Aldermen

Recommendations added at September 19, 2000 public meeting:

<p>34. Establish design review overlay district to preserve distinct historic design characteristics.</p>	<ul style="list-style-type: none"> ▪ Louisville Development Authority ▪ Landmarks Commission ▪ Dept of Inspections Permits & Licenses
	<p><u>Additional Partners:</u></p> <ul style="list-style-type: none"> ▪ American Farmland Trust ▪ Kentucky Division of Forestry ▪ Village Foundation ▪ United States Forest Service ▪ American Forests ▪ National Arbor Day Foundation ▪ The Wilderness Society ▪ Save Our Environment Coalition ▪ American Rivers ▪ Defenders of Wildlife ▪ Earthjustice Legal Defense Fund ▪ Environmental Defense ▪ League of Conservation Voters ▪ National Audubon Society ▪ Sierra Club ▪ National Parks Conservation Association ▪ National Wildlife Federation ▪ Natural Resources Defense Council ▪ World Wildlife Fund ▪ Global Releaf ▪ Northern Kentucky Urban and Community Forestry Council ▪ University of Minnesota – Urban & Community Forestry ▪ American Planning Association (APA) ▪ American Society of Consulting Arborists (ASCA) ▪ International Society of Arboriculture (ISA) ▪ National Arborist Association (NAA) ▪ National Association of Home Builders (NAHB) ▪ Trust for Public Land

Implementation

1 Government

a. Board of Aldermen/Metro Council

- Assemble brochures and media concerning information on the neighborhood, city services, ordinances and regulations at a public facility within the neighborhood easily accessible to residents.
- Increase funding for graffiti removal.
- Publicize tool lending library program.
- Assist in obtaining scenic/conservation easements on private property so trees and shrubs can be planted and other erosion remediation work can be completed.

b. Police Department

- Encourage residents and businesses to form block watches and obtain exterior lighting to prevent and reduce crime and to promote community.
- Retain the bike patrol and community resource officer programs.
- Enforce noise ordinance regulations from businesses and vehicles.

c. Fire, EMS, Health Dept, Air Pollution Control, MSD,

Ky Cabinet for Natural Resources & Environmental Protection

- Approach area manufacturers, storage facilities, and transporters to disseminate safety plans so residents will be prepared should there be another hazardous event.
- Create and disseminate brochures or media educating residents concerning hazardous materials spills procedures.
- Conduct soil tests on the vacant land near Sacred Heart Home due to past dumping, and have the property cleaned up as recommended. Discourage built structures, and reserve the land for open space, wetland, or park with parking adjacent to the current west Sacred Heart Home driveway.
- Study area and implement methods to reduce air pollution and smells from area businesses and industries.
- Enforce regulations on air, water, and soil pollution, and encourage reporting of incidents.

d. Inspections Permits & Licenses

- Encourage and enforce landlords, property owners and businesses to maintain their properties according to building code and housing regulations, property maintenance, junk, illegal dumping, garbage collection, recycling, environmental health and weed ordinances.
- Disapprove new billboards, and remove existing billboards and unnecessary signage.
- Continue to educate residents concerning building codes, zoning regulations and ordinances.
- Enforce compliance with health, building code, zoning, signage, and parking regulations for businesses making application to expand their operations.
- New construction should reflect the historic style, architecture, scale, size, building materials, and setbacks of surrounding structures or block face.
- In-fill housing and construction on vacant parcels or minor plats should not be permitted where there are no alleys or rear yard access for parking.

Implementation

1 Government

e. Housing, HUD, Housing Coalition, New Directions

- Host home improvement or repair seminars and demonstrations, historic rehabilitation classes, and weatherization classes.
- Establish housing rehab loan programs or first time home ownership programs to retain the current mix of single and multiple family housing and assure a variety of affordable housing options that maintains the diversity of the neighborhood.
- Encourage the redevelopment of the Parliament Square property as multiple family affordable housing.
- Encourage non-profit housing groups to rehabilitate multiple family units to provide quality affordable housing opportunities.

f. Solid Waste Management

- Conduct Neighborhood Clean-ups several times per year, coordinated with Junk Pick-up dates.
- Educate and encourage resident participation in recycling programs, and create a business recycling program.
- Increase the number of trash/recycling receptacles within the neighborhood.

g. Arborist

- Seek sources for free and reasonably priced trees for planting in public areas.
- Plant native canopy trees along Payne St. where residents permit.
- Remove inappropriate street trees along Frankfort Ave. and replant with appropriate street tree species.

h. Operation Brightside & Public Works-Open Spaces

- Increase the environmental vitality of the community through development of community gardens, advancement of urban plantings, and preservation of slopes.
- Encourage resident and business participation in alley and beautification programs.

i. Metro Parks

- Provide additional recreational, tutoring, employment, teen center, and programs for area youth through partnerships with schools, community agencies, churches, or invite youth service providers (YMCA, Cabbage Patch, etc.) to provide youth based programs, sports leagues to youth in the area.
- Conduct a master plan of Bingham Park, a historic Olmsted Park.
- Complete enhancements and improvements at Clifton/Arlington Park.

j. LDA – Business Services

- Educate residents concerning Enterprise Zone tax benefits in eligible areas.
- Encourage business participation in low interest loan programs for use in façade enhancement, relocation, and other business services.

Implementation

1 Government

k. LDA - Landmarks Commission

- Establish a design review overlay district to preserve the historic character and resources of the neighborhood in new construction and major rehabilitation projects.
- Identify structures of historic significance and encourage property owners to submit their properties for nomination to the National Register.
- Nominate property owners who have completed historic restoration projects for award consideration to state and local historic preservation agencies.
- Inform property owners and developers entering into new construction or major rehab about the opportunities, including tax incentives, if they should decide to conform to Department of Interior guidelines for structures within the Clifton Historic District.
- Inform property owners about the availability of staff to assist with historic design, advice, and consultation.
- Revise the demolition ordinance to read if a petition for a Local Landmarks District is received within 30 days, the Landmarks Commission has an additional 60 days to consider and establish the requested Local Landmarks District.
- Increase community pride and public awareness of neighborhood historic resources through historic highway markers, videos, books, brochures and seminars.
- Preserve and enhance distinctive historical features of the neighborhood such as the brick streets and sidewalks, limestone walls, and the 'chicken steps'.
- Establish loans programs targeted for historic restoration of box gutters, decorative trim, and deteriorating outbuilding, shed or garage repair.
- Encourage general contractors who purchase and rehabilitate homes to preserve interior and exterior historic trim and features.

l. Planning Commission, BOZA, LD&T

- Retain the vacant land along I-64 for open space pursuant to Highway Beautification Act.
- Maintain unbuilt right-of-ways as public open land for the scenic and ecological benefit of the community.
- Disallow drive-through type establishments on Frankfort Ave.
- Disapprove development plans that would create substandard lots of 25 ft in width or less.
- New construction should replicate the historic style, architecture, scale, size, orientation, building materials, and setbacks of surrounding structures or block face, be ADA compliant, and accommodate the needs of visually impaired persons.
- Development on vacant parcels or minor plats should not be permitted where there are no alleys or rear yard access for parking.
- Do not expand commercial or office zoning uses in Traditional Neighborhood form districts along Frankfort Ave.
- Encourage the use or rezoning of properties to C-R commercial-residential zoning district for commercial property owners who live and operate a retail storefront business along Frankfort Ave.
- Maintain existing form district boundaries.
- Provide advice to task force in development of a standard list of binding elements for the Traditional Marketplace form district guidelines that blends well with the historic character of the neighborhood and the Clifton Historic District.
- Disseminate brochures and media to educate residents concerning development code, form districts, and zoning regulations and ordinances.
- Conduct study of neighborhood properties to identify and map non-conforming uses.

Implementation

1 Government

m. Animal Control

- Educate residents concerning animal control ordinances, and encourage residents to report and seek enforcement of violations.

n. JCPS – Board of Education

- Retain Franklin as a viable neighborhood asset, with the ability to use the facility for community-based activities, while investigating the feasibility of constructing a gymnasium or recreation center.
- Seek students to paint murals on buildings to deter graffiti.
- Seek students to identify, inventory and map green spaces and vacant parcels for potential public uses or redevelopment.

o. MSD, Utilities

- Place utilities underground on new construction projects.
- Develop and implement a soil erosion plan for steep slopes in the community.
- Construct a retaining wall to correct the drainage problem along Brownsboro Rd. sidewalk.
- Obtain resident input concerning storm water problem areas and develop solutions to correct drainage and combined sewer complications.
- Educate residents and continue the work toward separating the storm and sanitary sewer systems, including the Back Flow Valve Disconnection and Sump Pump Program.

p. LG&E

- Minimize tree trimming, and donate trees to replant right-of-ways and public areas throughout the neighborhood.

q. State and federal government

- Retain the vacant land along I-64 for open space pursuant to Highway Beautification Act.

2 Organizations, Foundations, other grant funding sources

- Obtain funding to purchase Brightside land at Frankfort Ave. and Clifton Ave., owned by Scott Cummings, remove the billboard, and retain the land for public use.
- Obtain funding to create an accessible mini-park in the public unbuilt street right-of-way at the Chicken Steps with historical marker and public art, enhance the public amenity, and encourage walking.
- Provide education, expertise, and advise to implement planned projects.

3 Social service agencies & churches

- Create programs to provide additional recreational, tutoring, employment, teen center and social service programs for area youth through partnerships with schools, community agencies, churches, and Metro Parks or invite youth service providers (like UCHM, YMCA, Cabbage Patch, City of Louisville Neighborhood Youth Board, etc.) to provide youth based programs, sports leagues to youth in the area.
- Create programs to provide additional employment for area youth through partnerships with schools, community agencies, churches, and area businesses.
- Publicize volunteer home repair programs to assist senior citizens, disabled and individuals qualifying based on need and income guidelines.

Implementation

4 *Business Associations*

- Encourage businesses to locate in either the Frankfort Ave. or Brownsboro Rd. commercial corridors to meet the retail and service needs of residents (post office, hardware store, family-priced restaurants, etc.) versus destination businesses.
- Promote awareness to business operators concerning the needs, mobility and accessibility of disabled and visually impaired residents.

5 *Community Council*

- Provide a forum to educate residents concerning government services and regulations.
- Create a garden club to conduct projects not being undertaken by the Council's beautification committee.
- Increase community pride and public awareness of neighborhood historic resources through historic photo displays, walking tours, oral histories, videos, books, brochures and seminars.

6 *Residents – collectively, individually*

- Report utility contractors that do not restore brick streets to their original brick condition per city ordinance.
- *Paint over, remove graffiti or report its location to the metro government, and grant them permission to remove it.*
- Maintain properties according to building code and housing regulations, property maintenance, junk, illegal dumping, garbage collection, recycling, environmental health and weed ordinances.
- Consolidate multiple lots into one, if owner holds multiple adjoining lots.

Franklin School property

Major Projects

1. Franklin School property

Goal: Retain the property and building for public use.

Utilize the building and grounds by establishing activities and recreation opportunities for all ages with the further goal to determine a need for a gym and community center.

Project: Utilize the building for recreation, educational and housing opportunities, activities and programs for all ages. Utilize the grounds as a public playground, mini-park, jog/walk track, fitness equipment, canopied basketball court, and community garden area. Create curb cut off Frankfort Ave. allowing shared parking for residents and business customers. Design signage to identify Franklin as a structure listed on the National Register of Historic Places.

If the funding to build and operate a gymnasium and related programs is not possible, consider creating outdoor walking/jogging tracks, basketball court with a 'bubble', and other recreational/fitness facilities in a year-around environment beneficial for residents. A community garden area could be a project involving youth, seniors, and residents.

Neighborhood leaders have been meeting to discuss the possibility and feasibility of building a gym on this property and creating a community center for nearly ten years. Several years ago, non-profit groups throughout the neighborhood and city were contacted and asked if the property was purchased for a community center would they move into the building. Only three agencies expressed an interest. Therefore our idea, "if we build it, they will come" was nixed.

We have always returned to our original idea, that we believe there is a need for a gym in the neighborhood. The Clifton Center at Payne St. and Clifton Ave. serves as a resource for providing a place for public meetings. Crescent Hill Baptist, East End Boys Club, Salvation Army, the new Franklin-Breckinridge School, and the Kentucky School for the Blind have a gym. Transportation outside the neighborhood, lack of coordinated activities targeted at families needing these services, and a focal agency to take on this project have been obstacles to overcome in our endeavor.

In November, 1999, UCHM hired a Youth Coordinator, and in July, 2000 received a programming grant from the City of Louisville to begin a pilot program targeted for middle school students. A partnership began with JCPS, the staff of Franklin, and UCHM, with the blessing of the neighborhood, to involve area youth in non-school hour activities. The goal of this program reinforces our goal to utilize the building by the public and to establish a need in the neighborhood for a gym and community center. This pilot middle school program operated by UCHM has been successful, and funding will be secured to continue the program next school year.

Franklin Elementary was transformed into a Transitional School program by JCPS in June, 1999. Quarterly luncheon meetings were held with the council, neighborhood leaders and the principal to keep the communication avenues open and to form a working partnership. In January, 2001, JCPS announced the transitional program would be moved to the renovated Breckenridge facility on Broadway after the end of the school year, no other program was slated to be moved to Franklin, and the property would be placed on surplus. With this opportunity, partnerships are being explored with other neighborhood organizations, social service agencies, housing groups, recreation providers, and city agencies for the reuse of the Franklin property, which is a very important asset and resource to the neighborhood. Funding to build and operate a gymnasium or recreation facility for public usage is also being pursued.

‘Chicken Steps’

Major Projects

2. “Chicken steps”

Goal: Tell the story of the “chicken steps” and document the area's history with an historic marker.

Retain the public easement area as an accessible pedestrian pathway to area businesses.

Create a park-like area to be enjoyed by residents, while preserving the eco-system, correcting drainage problems, and removing trash and other debris.

Project: Develop a master plan to incorporate landscaping, environmental conservation, historic, and pedestrian access elements. Conduct historical research of the area, and obtain oral histories from residents. Implement the master plan including installation of an historical marker, public art, low maintenance landscape plantings, park benches, drainage control and soil conservation measures, and scenic/conservation easements for adjoining properties. Document and record with appropriate government agencies and utilities the establishment of this property as a permanent public easement area.

Since 1988, several developers have attempted to close this unmade Vernon Avenue street easement area in order to provide additional land for either construction or parking on the Brownsboro property below the cliff. The Planning Commission to date has upheld the wishes of the neighborhood to retain this land as a public easement and not close the street. The commissioners are encouraged to continue to vote against this closure in the future.

Stories have been passed on through the years of the history of the area. One story goes, in the early 1900's, there was a farm with a natural spring and pond, in the area below the cliff, and possibly adjacent to the Joshua Bowles estate, formerly at Sycamore and Vernon Ave. Long before the current concrete steps were built by the city down the cliff, there were wood steps, and the chickens from the farm would roost at night on the steps. Another story goes, before the wood steps were built, neighborhood boys would dare each other to climb up the steep cliff. You were a “chicken” if you didn’t. Fort Elstner was also located at the end of Vernon Ave. during the civil war according to the history of the St. Frances of Rome Catholic Church, “Clifton: The Way It Was”. The history also states, “A branch of Beargrass Creek flowed beside the Brownsboro Turnpike, but now it is mostly filled in with sewers for surface water.” Oral histories from neighborhood seniors could be used to document the history of this area. Placement of an historical marker will record the history and stories of the area for future residents. A public art project could be designed to further incorporate the history while adding to the beauty of the area.

Both visually-impaired and sighted residents utilize this pedestrian walkway to access the businesses on Brownsboro Rd. It has become a neighborhood asset, and is a featured mural in the remodeled Kroger. The importance of this walkway became evident during the 1999 construction of the CVS store. Residents mobilized once more to protect and preserve this treasure.

Because of the steep slope and natural springs, this area is prone to re-occurring surface drainage problems. MSD is currently working to prevent mud from depositing on the Brownsboro Rd. sidewalks in this area after heavy rains. They have proposed constructing a retaining wall to correct the problem.

Retention of the canopy trees, adding ground cover and other landscaping plant materials, and placement of rocks are recommended to beautify the area and prevent further soil erosion while controlling water flow down the steep slopes after heavy rains.

Preventing illegal dumping, obtaining scenic or conservation easements from adjacent property owners, or gaining permission to conserve and preserve the adjoining steep slope areas are also encouraged.

Sacred Heart Village property

Major Projects

3. Sacred Heart Village, formerly Louisville Paving, 4.3 acres on Payne St.

Goal: Partner with property owner to maintain land as open space for public use.

Conduct comprehensive soil testing to expose and resolve environmental or health hazards.

Create a small PARC & TARC parking lot on east side of property along SHV driveway.

Project: Develop and implement a master plan to create a passive park, bike/walking paths, wildlife area, and nature preserve area along cliffs assuming land is safe for public use. Retain canopy trees and restore area to once again attract migrating birds. Obtain oral histories from residents to document stories about dumping and how this parcel of land evolved through the years.

According to neighborhood seniors, Louisville Paving allowed the dumping of asphalt, construction materials and other debris on this parcel of property for over 75 years. There are areas within the property that have from 25 to 50 feet or more of fill material. As children, they played in the caves in the cliffs, where their parents had instructed them not to go. Even today, about once a year EMS and firefighters are called to the cliffs to retrieve rappellers from accidents.

In 1989, Elder Construction Co, proposed constructing 3 buildings, 3-stories tall for 78 apartment dwelling units. The engineering plans required concrete drilled bearing piers to bedrock to support the structures. Soil borings to qualify the load bearing capacity of this area were required since the site is partially filled land.

The creation of a passive park with walking and biking paths, gazebos, shelters, benches and landscaping would provide a place for both residents of Sacred Heart Village and the neighborhood to enjoy a quiet area to watch birds, people and sunsets. The trails might also be designed to join with the Crescent Hill nature preserve at Peterson and Grinstead, Cherokee Park, and the bike paths along Beargrass Creek to the river. A creek could be created to correct or direct water flow through the property if there is an absence of contamination.

Historic markers telling the stories of “Billy Goat Hill” and “Workhouse Road” could be incorporated into the park design and would preserve the history of the area for future generations. The story of the construction of I-64 and how houses on Quarry St. changed orientation as a result could also be documented as recent history. Public art and sculptures could also be added as points of interest.

The park design should honor the current natural boundaries and not encroach into the residential areas surrounding the park. There should be no interior vehicular streets. The design should also incorporate accessibility features for visually-impaired or disabled residents. Lighting should be

included in the design and the police bike patrol should be consulted to provide security and deter crime within the park.

A small 25-30 space PARC & TARC parking lot is proposed along the west driveway of Sacred Heart Village. Residents from surrounding neighborhoods have a practice of parking on Frankfort Ave. and riding a bus to work. The additional parking spaces could also be shared by the Clifton Center, St. Frances of Rome, and Sacred Heart Village in the evenings, on weekends, and during traditional non-work hours to relieve the rivalry between residents and guests for available street parking.

Bingham Park

Major Projects

4. Park Enhancements and Improvements

a. Bingham Park, an Olmsted park.

Goal: Renovate the park to increase public use and accessibility for all ages, while incorporating elements from the original Olmsted design, and install playground equipment for all age children.

Restore the tree canopy with native trees, and remove the non-native undergrowth.

Create nature paths; add native wildflowers, landscaping materials and placement of rocks to beautify and prevent soil erosion while controlling water flow down the steep slopes.

Control noise and reduce crime by scheduling regular LPD bike patrols through the park.

Project: Partner with the Olmsted Parks Conservancy to develop a master plan incorporating elements from the original design. Create a separate fund drive to implement Bingham capital improvement projects, initiate park education programs, and organize volunteer stewards to care for the park.

At a neighborhood public meeting in December, 1987, a little red haired boy asked our alderman, Melissa Mershon, for some new playground equipment “just like Tyler Park”. With this simple request, the neighborhood began to think of ways Bingham Park could be improved and utilized more by its residents. “Kids in Clifton” was organized shortly thereafter with it’s first goal to obtain new playground equipment for all age groups and to arrange with Metro Parks for summer activities in the park. In 1989, the first Easter Egg Hunt was held in Bingham, and in August the new module playground equipment was installed from funds received from the Nettleroth Foundation.

Bingham has been renamed several times during its history, including Worth Park and Coral Park. The original design of the park shows a shallow lake about 3 ft deep with swan boats surrounded by canopied tree slopes. The natural springs in the hills would keep the lake filled.

The park would flood after heavy rains until MSD completed a drainage project in the area. The last big flood occurred in August, 1992 after a summer storm dumped nearly 3 inches of rain in fewer than 3 hours. Brownsboro Rd. between the park and Clifton Ave. was impassible.

In recent years, the magnificent old Sycamores have died and much of the tree canopy has been lost. With more sun coming into the area, vines and other non-native plants have invaded the slopes. An army of volunteers would need to be organized to remove these invasive plants. Native canopy trees and wildflowers should be planted to restore the park to its original beauty.

To encourage more usage of the park, walking paths could be created into the slopes where people could walk their dogs, and activity equipment for older children could be installed. More picnic tables and park benches could be placed throughout the park to encourage family outings. Weekly

or monthly events in the park could be scheduled during the summer like music concerts, puppet shows, sports tournaments, children's programs, arts & crafts, picnics, reunions, or barbeques.

There is no public parking in the park, so events should encourage residents to walk or bike to the park. Bike racks, park benches, picnic shelter, out door grills, improved bathroom facilities, and water fountains are amenities needed with an increase in public use.

The steep slopes in Bingham cause noise and normal conversations to permeate up the hills and at times disturb the peace of residents on Coral Ct, Haldeman Ave. and Coral Ave. Drug trafficking, graffiti, and other illegal activity has been an on-going problem witnessed by the residents. For decades, homeless people have slept in the park steep slopes arriving by bus in the evenings at dusk. They leave behind their bottles of Thunderbird when they leave the next morning, and occasionally build cardboard box shelters. The LPD Bike Patrol should monitor this type of activity by scheduling patrols through the park on a regular basis.

Major Projects

4. Park Enhancements and Improvements

b. Clifton/Arlington Park

Goal: Landscape, create walking/fitness path, and publicize location and amenities to increase public use.

Project: Encourage JCPS, Metro Parks, and other agencies to sponsor programs to utilize the park. Create landscaped walking/fitness path with public art or sculpture. Create park bench area for viewing downtown and river vistas, and include an historic marker. Install bike racks to encourage alternative transportation.

Clifton Park, formerly known as Arlington Park, is a pocket park located at the edge of the neighborhood at Charlton St. and Arlington Ave. The park is equipped with a fenced tennis court, half basketball court, picnic table, grill, park bench, playground equipment for small children, water fountain, 3-4 vehicular parking spaces, green space for play area, and a great view for watching fireworks on the river.

The park is underutilized by residents and area organizations. UCHM youth programs could use the tennis and basketball courts after school hours. Metro Parks, Salvation Army, Boys & Girls Club, and area churches could be contacted to offer organized sports events in the park.

Clifton/Arlington Park

Major Projects

5. Green Space Inventory

Goal: Inventory and map the green spaces in the neighborhood, including parks, walking and bike paths, scenic/conservation easements, wetlands, steep slopes, undeveloped land, public easements, and right-of-ways, and post on the website.

Develop a master plan to preserve, protect, and utilize the green spaces for public use.

Project: Participate in the Green Map System program to promote healthier communities and more sustainable urban ecologies. Solicit volunteers, students and interns to inventory and map green spaces within the neighborhood and post on websites. Develop a master plan along with other regional planning agencies to utilize the available green spaces for recreation and public use. Implement projects to preserve and protect the natural environment, eco-systems, and reduce water and air pollution.

The resulting inventory and mapping of green spaces within the neighborhood will provide a birds-eye view of how and where we can link our green spaces, bike and walking paths with other neighborhoods and projects within the city and county. Residents will be more aware of the natural resources and assets we possess within our own neighborhood and how blessed we are to have them. Regional planning agencies will be able to use this information to develop projects to inter-link eco-systems, natural resources, and develop alternative transportation systems.

To further protect the steep slopes and natural areas within the neighborhood, a project to obtain scenic/conservation easements could be considered. Volunteers should be educated before contacting property owners on the tax incentives and advantages of scenic/conservation easements. Land could also be donated to the city or grant applications submitted to obtain land for public projects.

This research might also uncover some of our history and how the neighborhood developed through the centuries. Oral histories of residents could be incorporated to document this research.

This information will also be helpful in preparing for zoning cases where developers are proposing new construction. Documentation of our green space and how the residents wish to preserve and protect it will be an asset in considering the decision to approve or oppose these types of developments. The establishment of guidelines or projects consistent with the preservation of the natural environment and reduction of air and water pollution will be an important element to this project.

Major Projects

6. Frankfort Ave. Streetscape (Mellwood to Ewing)

Goal: Improve sidewalks, curbs, intersections, and signaling to comply with ADA guidelines.

Replant street trees with species that do not produce fruit/berries or require suckering.

Enhance amenities to accommodate alternative public transportation, walking, and biking.

Encourage recycling, and discourage littering, vandalism and graffiti.

Establish a design review overlay district to preserve the street's historic character and resources consistent with the Clifton Historic District, incorporate public art, and improve public landscaping projects.

Improve facades, remove billboards and chain link fences.

Discourage drive-through type establishments.

Project: Form a task force of business and residents to develop a design review overlay district and comprehensive plan to improve the street, façade, and pedestrian amenities consistent with the Cornerstone 2020 Traditional Marketplace form district and Clifton Historic District guidelines. Repair sidewalks, curbs, intersections, and signaling to assure accessibility and safety of visually impaired and disabled residents. Replant Bradford pear trees and street trees that produce fruit or berries or require suckering with more appropriate species. Add benches, water fountains, bike racks/pads and other amenities to encourage residents and business customers to walk or bike within the neighborhood. Identify locations for local trolley stops and shelters. Plan for future light rail stop locations. Encourage recycling with new trash/recycling receptacles, and discourage vandalism and graffiti with lighting, historic markers, public art murals or sculptures, and public landscaping projects. Provide financial assistance or tax incentives to property owners to improve facades, or to remove billboards or chain link fences. Request the city to acquire land on which the Brightsite at Frankfort & Clifton is located. Relocate Barney Bright's Derby Clock to the avenue.

In August, 1991, the Clifton Commercial Corridor Task Force was formed to draft and assist in implementing improvements to Frankfort Ave. from Mellwood to Ewing in cooperation with our Alderman's office and the Office of Economic Development, now called Louisville Development Authority, Business Services. Some accomplishments of the task force were the removal of 13 unneeded telephone phones, re-landscaping of the Brightsites, landscaping and historic marker at DairyMart, realignment of street furniture at intersections, installation of handicapped curbs, providing façade loans to businesses, planting of street trees, repairing sidewalks and curbs with new concrete, stripping of parking stalls to identify where parking is allowed, coordinating with CSX to replace RR crossing with rubberized crossing, and implementing the street banner program. One down side to the improvements was that all the limestone curbs along Frankfort Ave. were removed and not reused within the neighborhood.

This new plan will focus more on developing and planning for alternative transportation modes. Many residents walk and bike Frankfort Ave. on a daily basis for recreation, exercise and to shop. Clifton has the highest population of visually impaired residents in the country, therefore, accessibility to businesses and services is an important element to this plan. Business operators need to be aware of the needs, mobility and accessibility of disabled and visually impaired residents, and businesses are encouraged to locate on either the Frankfort Ave. or Brownsboro Rd. commercial corridors to meet the retail and service needs of residents versus promoting destination businesses. A design review overlay district is needed to incorporate historic design elements in new construction and major rehabilitation projects and to preserve the historic character and resources of the commercial corridor and residential areas.

Major Projects

7. Affordable Housing and Home Repair Programs

Goal: Retain the current mix of single and multiple family housing to assure a variety of affordable housing options that maintain the diversity of the neighborhood.

Maintain the diversity of affordable residential and commercial building types.

Encourage the redevelopment of the Parliament Square property as multiple family affordable housing.

Encourage and enforce landlords, property owners and businesses to maintain their properties according to building code and housing regulations, property maintenance, garbage collection, recycling, pollution, environmental health and weed ordinances.

Project: Partner with affordable housing organizations and social service agencies to develop a plan to retain, rehabilitate or construct low to moderate income housing within the neighborhood. Conduct an inventory of potential properties to target for rehabilitation assistance or vacant properties where low to moderate housing could be constructed. Develop a list of landlords who own multiple properties to be prepared for an opportunity or if and when these properties should come on the market to be purchased by a non-profit housing development group. Disseminate information concerning rehabilitation or homeownership low interest loan programs. Host home improvement or repair seminars and demonstrations, historic rehabilitation classes, and weatherization classes. Educate residents concerning Enterprise Zone tax benefits in eligible areas and lead hazards. Approach lending institutions to establish programs targeted for housing rehabilitation, historic restoration of box gutters, decorative trim, and deteriorating outbuilding, shed or garage repair. Publish volunteer home repair programs provided by social service providers to assist senior citizens, disabled and individuals qualifying based on need and income guidelines. Encourage general contractors who purchase and rehabilitate homes to preserve interior and exterior historic trim and features.

Diversity is considered a neighborhood asset, and why many people have chosen to live in Clifton. In the last 10 years, real estate values have dramatically increased. The 1990-91 rezoning of the neighborhood to current use and density has stabilized the neighborhood and made Clifton a popular place to live. Prior to 1990, Clifton was considered a bedroom neighborhood to Crescent Hill, without much identity. A plan to raise the awareness of our neighborhood, it's rich history and diversity has placed our name on the map.

An affordable housing strategy and plan are needed to protect our diversity and retard gentrification. Rehabilitation programs are needed so low to moderate income residents can continue to live in Clifton and not be forced out of the neighborhood due to rising property values and inadequate means to maintain their historic homes. A variety of programs should be offered to residents to pick from based on their needs. Residents living in the Enterprise Zone do not have to pay sales tax on construction materials used to rehabilitate their homes if they file and obtain a tax identification number. Low interest loan programs could be established with local lending institutions to assist others. Home improvement classes could be offered by tradesmen or hardware stores for the do-it-yourselfers.

The Landmarks Commission staff is also available to lend assistance to both residents and businesses concerning historic color selection, historic design and historic rehabilitation to conform to the Department of Interior guidelines. Tax credits and other incentives are also available through their office for major rehabilitation projects. A design review overlay district will assure new construction and major rehabilitation projects incorporate and preserve historic design elements, setback, scale and massing to blend with other structures on the block and to contribute to the Clifton Historic District.

Major Projects

8. Marketing/Education Brochures and Media Presentation

Goal: Tell the history of the neighborhood.

Inform residents of community events and public meetings.

Disseminate information about the neighborhood, Clifton Historic District, community services, and city services and ordinances.

Promote the neighborhood to prospective residents and businesses, and inform real estate agents and developers about Clifton zoning, form districts, design review overlay district, and relevant Comprehensive Plan elements.

Create neighborhood bulletin board to eliminate signs on telephone poles.

Project: Create website, PowerPoint presentations, videos, and brochures to tell the history of the neighborhood, promote the neighborhood, and disseminate information. Create a neighborhood bulletin board or kiosk to post information about lost pets, yard sales, and other items for sale. Create an email and/or telephone tree to send information to residents about current events. Seek residents willing to serve on an advisory group to represent residents throughout the neighborhood and to coordinate information to and from residents.

Many of our neighborhood plan recommendations concern educating residents and businesses about government services or available programs or projects that could benefit them. Various types of media need to be utilized to get information out to everyone.

A website would provide timely information to residents, while promoting the neighborhood to others. A coffee table type book, video presentations, and historic markers could document and tell the history of the neighborhood. Color brochures about the neighborhood could be developed and mailed to real estate agents to hand out to prospective homeowners. New residents could receive a more comprehensive brochure when they move in as part of a 'new residents kit'. The Planning Commission could distribute a brochure targeted for developers on behalf of the neighborhood. Local businesses could display a brochure about the neighborhood targeted for customers and visitors. The Clifton Center could host a brochure center for government services. United Crescent Hill Ministries could host a brochure center for home repair programs, low interest loan programs, and youth activities. The Crescent Hill Library could provide space to feature information on neighborhoods. The council will continue to publish and distribute a quarterly newsletter to residents in print, audio, email, and website medium.

Kroger and Clifton Pizza currently house historic photos of the neighborhood. The Clifton Center has also expressed an interest to host a collection of photos. These exhibits could be enhanced with audio-video presentations or brochures for visitors to take with them.

The American Printing House for the Blind hosts tour groups each week. A tour group package could be coordinated to include a tour of the facility and museum, a meal provided by an area restaurant, an historic walking tour of the neighborhood or visit to one of the historic photo exhibits. This package could also be offered during special community events like Olde Tyme Christmas on Frankfort Avenue.

Direct resident-to-resident communication is the best kind of communication. People used to sit on front porches on summer evenings, and swing and talk. Walking the neighborhood with your pet or your children in strollers is also a good way to communicate. Forming a Block Watch and getting to know your neighbors is another way to feel a sense of community. Creating an advisory group linking the council with resident input would help to coordinate communication about what is happening in the neighborhood in a more effective and efficient matter.

Public Safety

Issue 1: Fear of crime and vandalism in the neighborhood

Alternatives:

1. Create police walking beats, increase frequency of police patrols through residential side streets, alleys and parks, and establish year around bike patrols through alleys and parks to deter criminal activity.
2. Educate residents and businesses of need to report vandalism, crimes or criminal activity to the police department so that officers can be deployed to resolve the situation.
3. Encourage businesses to remove graffiti on their buildings or to report and permit others to remove graffiti on their property.
4. Promote the establishment of Block Watches and annual Block Watch parties.
5. Encourage residents to participate in the citizen police academy and other programs and activities sponsored by the police department.
6. Invite police district resource officers to public meetings to provide information and discuss concerns.
7. Promote opportunities and programs to keep youth engaged in positive activities.

Recommendation:

All alternatives are supported.

Issue 2: Police enforcement of traffic regulations

Alternatives:

1. Educate community on regulations and procedures to report traffic, speeding or parking violations, and the removal of abandoned vehicles on public streets or private property.
2. Request police to enforce traffic, parking and speeding violations.

Recommendation:

All alternatives are supported.

Issue 3: Concern for the safety of residents as a result of train accidents and chemical spills

Alternatives:

1. Publicize the state-mandated emergency or evacuation plans required of industrial facilities within the neighborhood.
2. Develop a coordinated emergency response action plan with fire, police, train, bus, sewer, utility, emergency medical, health, hazardous materials, and disaster response agencies.
3. Disseminate information concerning siren or notification system to residents when there is a chemical spill, train accident or emergency situation.

Recommendation:

All alternatives are supported.

Issue 4: Noise problems and untethered dogs

Alternatives:

1. Educate residents to report animal regulation violations when they occur.
2. Publish information on noise and pet ordinances in newsletter and other media.

Recommendation:

All alternatives are supported.

Community Resources & Services

Issue 5: The future use of the Franklin Transitional High School (formerly Franklin Elementary School) is uncertain

Alternatives:

1. Utilize the building as a community center if it is decided to close Franklin as a school.
2. Urge Jefferson County Public Schools (JCPS) to retain Franklin as a school building.
3. Create a partnership between JCPS and city or metro government to use the building as a school, expand the facility to include a gymnasium, and for community use in the evenings and on weekends.

Recommendation:

Alternatives 2 and 3 are supported with 3 being preferred.

Comments and Information:

- During the process to determine whether Franklin should be purchased for a community center, only 2 or 3 organizations said they would use one of the classrooms for meetings or office space. The lack of interest for use of the building for community based services was interpreted to mean neighborhood organizations were not ready to support Franklin as a full-time community center. However, the addition of a gymnasium would make the site much more attractive for this use.
- In January, 2001, Jefferson County Public Schools announced the Transitional High School program would be moved from Franklin to the renovated Breckenridge facility on Broadway at the end of the school year, and that Franklin would be placed on the surplus property list. With this opportunity, the neighborhood is exploring partnerships with educational, housing and recreation providers for the reuse of the property. Upgrading the facility for use by the community and to include a gymnasium appears to be in the best interest of the neighborhood.

Issue 6: Youth in the neighborhood do not have enough activities or facilities targeted toward their needs

Alternatives:

1. Establish supervised activities for youth in the area through schools, community churches, and Metro Parks programs.
2. Organize age-appropriate social service programs (scouting, summer camps, tutoring programs) to encourage youth participation in positive activities that support community and volunteer services.
3. Approach area businesses and community service organizations to aid in the development of job shadowing programs to encourage and develop work ethics for employment age youth that will lead to seasonal and year round part-time and special needs jobs.
4. Construct a free standing gymnasium or add a gym to an existing facility in the area to provide a place for youth activities and organized programming.

Recommendation:

All alternatives are supported.

Comments and Information:

- The historic evidence of vandalism and juvenile delinquency supports the need for supervised activities and the utilization of youth in the workforce. The addition of a gymnasium used by community youth enhances the possible success of youth programming in the neighborhood.

Community Resources & Services

Issue 7: Information concerning neighborhood activities should be in a medium accessible to all who live or work in the neighborhood including special medium needs of blind and visually impaired residents, and institutions serving the visually impaired and visually impaired residents need to be included in neighborhood decisions

Alternatives:

1. Print newsletters, pamphlets, menus, and fliers in braille, cassette tape, large print or other accessible media. Web sites should be designed for use by persons with low vision and for those who use screen reader programs.
2. Buildings should be ADA accessible to all people.
3. Educate shop owners and others concerning the laws for dog guides used by blind people.
4. Distribute educational pamphlets and host seminars on "What To Do When You Meet A Blind Person."
5. Invite leaders of the blind community to participate, provide direction and needed support on neighborhood issues.
6. Create an advisory committee including representatives from all segments of the neighborhood.

Recommendation:

All alternatives are supported.

Comments and Information:

- There are already mechanisms available to let people know about community activities and services. The *Clifton Quarterly* newsletter provides an excellent forum for dissemination of information since it is distributed to everyone in the neighborhood. Businesses produce descriptive pamphlets and web sites relating to their services. These efforts should be continued, but care must be taken to make sure that whatever is distributed or designed is accessible to all.
- Individuals who create new building entrances or building ramps should consult an ADA or mobility expert concerning the construction. A very shallow incline may work well for a person using a wheel chair, but it may be more difficult for a blind person using a cane to make the distinction between the surfaces. Specialists would assure both types of disabilities are considered in the design and construction.
- It may be possible to distribute information about "What To Do When You Meet A Person with Blindness,." by publishing information in church bulletins or other newsletters. An educational talk and demonstration might be presented at meetings of various neighborhood groups, the Frankfort Ave. Business Association, and council public meetings.
- There is concern relating to the "hidden" nature of the blind communities presence in Clifton. The institutions serving persons with blindness are highly visible and involved, while individual needs and concerns may be overlooked. Issues of mobility are a concern. The design of any new structure or service needs to be accountable to the needs of the blind community.

Community Resources & Services

Issue 8: There are not adequate licensed daycare and afterschool programs in the neighborhood

Alternatives:

1. Coordinate efforts with area churches and businesses to establish licensed daycares and afterschool programs.
2. Disseminate information on how to become a licensed, home-based daycare program and refer residents to 4Cs (Community Coordinated Child Care) for training and assistance.
3. Publicize existing resources in adjoining neighborhoods (Crescent Hill Baptist Church Afterschool, St. Joseph's Child Development Center, etc.).

Recommendation:

All alternatives are supported.

<h3><i>Issue 9: The neighborhood lacks a branch of the United States Postal Service</i></h3>
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Alternatives:

1. Contact USPS with request to locate a post office branch within the neighborhood.
2. Conduct a needs assessment study to explore the possibility of locating a post office branch within the neighborhood, and to recommend appropriate sites.
3. Coordinate efforts with community business leaders to open a private mail box business.

Recommendation:

All alternatives are supported.

Comments and Information:

- Years ago there was a post office at Frankfort Ave. and New Main. A study should be conducted to determine if the USPS could open a satellite branch in the neighborhood. Another option would be to encourage the location of a private mail box business.

Historic Preservation

Issue 10: The historic character of the Clifton neighborhood is threatened by the adverse impacts of commercial development, lack of preservation knowledge, and financial limitations of individual property owners

Alternatives:

1. Establish a design review overlay district or local preservation district to require new construction and major rehabilitation projects to conform to historic detail, scale, massing and setback.
2. Revise the demolition ordinance to extend from 60 to 90 days for the Landmarks Commission to either nominate a structure to the National Register or consider and establish a Local Landmarks District when a petition is received within 30 days from the date the demolition permit is filed.
3. ***Identify historic buildings and encourage property owners to submit their properties for nomination to the National Register of Historic Places to preserve the history and architectural detail of prominent buildings.***
4. Disseminate information concerning the Department of Interior, Enterprise Zone and local property evaluation moratorium advantages, tax credits and incentives for historic restoration projects.
5. Nominate property owners completing historic restoration projects for award consideration to state and local historical preservation agencies.
6. Seek alternatives to demolition of structures to retain intact block faces within the Clifton Historic District.
7. Approach lending institutions to establish loan programs for small restoration projects, stone wall repair, restoration of box gutters and decorative trim, and other historic details.

Recommendation:

All alternatives are supported.

Comments and Information:

- The creation of the design review overlay district or local preservation district establishes a process for review of exterior alterations, demolition and new construction and protects historic buildings which are primary to the character of the neighborhood. Historic preservation tends to result in higher property values, increased community pride, and economic growth through tourism.
- ***The application process for a Local Landmark District or National Register nomination takes months. In that time historic buildings could be lost or drastically altered. Extension of the waiting period, which is now 60 days, would allow time for the Landmarks Commission to assist neighborhood groups in saving the historic buildings.***
- ***The size, scale, design, and selection of materials for new construction are important in order to blend well with the existing historic buildings in the neighborhood. Public utilities should be underground when possible.***
- Property owners who incorporate good design and detail in historic preservation projects should be nominated to state and local historical societies for recognition and awards programs. The Landmarks Commission staff is available for professional advice and consultation, and can provide information on financial incentives and tax credits.
- ***Building community pride and awareness will encourage residential and commercial property owners to maintain and restore their historic buildings.***

Historic Preservation

Issue 11: The history of the neighborhood needs to be recorded and disseminated, awareness of the Clifton Historic District needs to be promoted, and historic features of the neighborhood need to be preserved.

Alternatives:

1. **Preserve and restore brick streets, alleys and sidewalks; stone walls, limestone curbs, trolley tracks, the “chicken steps” and other distinctive features of the neighborhood.**
2. Create and disseminate information to promote awareness and to educate residents concerning the history of the neighborhood, the Clifton Historic District, neighborhood structures listed on the National Register of Historic Places, the Landmarks Commission, and other historic preservation agencies.

Recommendation:

All alternatives are supported.

Comments and Information:

- Document the history of the neighborhood by obtaining highway markers, conducting oral histories, and creating presentations and printed materials.
- Promote awareness of the history and architectural historical features of the neighborhood by organizing and sponsoring design competitions, historic house tours, walking tours by professionals, pre-recorded audio walking tours, additional historic photo exhibits, and audio video presentations.
- Educate property owners concerning the various types of architecture and examples of good historic restoration design by distributing information from the Clifton National Register application, highlighting an historic restoration in the newsletter or on the website, and providing a list of books or reference materials to read. “Rehabilitating Houses in Louisville: the Value of Design” is a good resource book.
- The Clifton website will be designed to include a comprehensive directory of information on the neighborhood. Once the site is created, the content is to be published in a brochure and distributed to residents, and people moving into our great neighborhood.
- **The stone walls, brick streets and other features give Clifton its distinctive character.**
- **The history, architecture, shops and restaurants attract visitors and help bolster the economy.**

Housing

Issue 12: A mix of multiple and single family homes assures a variety of affordable housing options that improve the quality of the neighborhood

Alternatives:

1. Create, market, and maintain a clearinghouse of information on public and private housing programs available to homeowners and tenants.
2. Promote occupancy of vacant structures and development of land suitable for housing consistent with the character of nearby dwellings.
3. *Establish or seek non-profit housing groups to purchase rentals units and rehabilitate deteriorated properties.*
4. Encourage residential landlords rather than absentee.

Recommendation:

All alternatives are supported.

Comments and Information:

- A clearinghouse might reside in nearby public libraries and on community websites. This should include, but not be limited to, information on Section 8 programs, tax incentives for rehabilitation, Community Redevelopment Act programs, private bank loans, Department of Housing assistance, Repair Affair, and other programs providing assistance in home purchase or rehabilitation.
- ***Although there is little vacant land for housing remaining in Clifton, the redevelopment of the Parliament Square property would be an example of the re-occupancy of vacant land where community initiative or intervention could be helpful. Opportunities for redevelopment of land as affordable housing should be advocated where appropriate.***
- The private market sector will see to the housing needs for many in our community. However, to assure choices for low to moderate income residents, partnerships between the community and other organizations with like concerns will need to be explored.
- Residential landlords are better for the community because they are impacted more directly by the community's concerns. Workshops should be held and information distributed on rental property ownership and management.

Housing

Issue 13: Deteriorating property detracts from the quality of the neighborhood

Alternatives:

1. Enforce building and housing codes, and educate citizens to report deteriorating property.
2. Provide information or refer property owners for assistance in seeking loans from public or private sources, qualifying for tax incentives, and in selecting reputable rehabilitation contractors.
3. Disseminate information to increase awareness of programs to remove lead and in selecting reputable lead abatement contractors.
4. Promote benefits and advantages of living or locating a business within the Enterprise Zone, and educate owners to apply for tax credits and property valuation reductions on rehabilitation costs.
5. ***Seek loan information or loan programs from lending institutions for outbuilding maintenance and improvements.***

Recommendation:

All alternatives are supported.

Comments and Information:

- Community education and reporting of violations will be crucial to assisting in effective building code enforcement. Violations include badly peeling paint, junk accumulations, unsafe structures, high weeds and poorly attended landscaping, deteriorated outbuildings, and other enforceable offenses of housing codes.
- Upkeep and improvement of our neighborhood's historic homes presents an on-going challenge to both owners and landlords. For the progress of recent years to continue, both incentives and sanctions should be available and widely understood.
- Community information campaigns and health department lead testing would facilitate in discovering and correcting problems. Buildings constructed before 1976 are more likely to contain lead hazards (paint, pipes, and dust).
- ***Communicate both the boundaries and benefits of living, working and rehabilitating property in the Enterprise Zone.***
- Maintenance of outbuildings has consistently been neglected in large segments of our community.

Commercial Corridor

Issue 14: The Frankfort Ave. commercial corridor needs to provide retail stores and services to meet the needs of the residents, including accessibility issues, and a healthy mix of residential and commercial uses to sustain economic development and a viable community

Alternatives:

1. Encourage neighbors to patronize local restaurants, shops and businesses.
2. Develop a marketing and education plan to attract businesses to serve the needs of residents, to retain businesses that currently provide goods and services, and to meet sustainable economic development goals.
3. Conduct a business needs assessment study including workforce development, e-commerce, and other technology opportunities.
4. Explore options for the regulation of home-based businesses.
5. Develop a comprehensive streetscape and urban design plan for Frankfort Ave. to include historic lighting features, pedestrian/bicycle amenities, litter control, removal of billboards, and other improvements compatible with the Clifton Historic District and Traditional Neighborhood and Traditional Marketplace form district guidelines.
6. Install lighting, benches, and other urban amenities; create gathering spaces; and advocate a police walking beat to increase pedestrian traffic.
7. Create additional public and shared off-street parking for business patrons, visitors and tourists and to reduce the conflict between commercial and residential parking.
8. Explore opportunities for all modes of transportation including park and ride locations, local trolley, light rail, bike routes, and walking tours to attract more shopping customers and visitors to the corridor.
9. Advocate for the development of the western portion of the neighborhood near the CSX tracks consisting of a light rail station, neighborhood based businesses, park and ride facility, and mixed income housing.
10. Do nothing.

Recommendation:

Alternatives 1 – 9 are supported.

Comments and Information:

- Issues of sustainability, quality of life, and neighborhood character need to be addressed in a cohesive manner.
- E-commerce incubation, with an emphasis on business-to-business marketing, is a project the Frankfort Ave. Business Association could undertake. The Research Branch, Employment Service Division of the State Workforce Development Cabinet can provide employer characteristic data for the neighborhood. This could provide the basis to examine neighborhood sustainability and eventually include a taxes paid / services received ratio; neighborhood payroll estimate; neighborhood capital assets; neighborhood capital investment; and a definition of neighborhood business needs.
- The southwest and northwest sections of the neighborhood are under served. A survey would be useful to determine the needs and wants of neighborhood residents.
- The business association could sponsor an awards program with annual awards ceremony for businesses that maintain, beautify, and enhance the character of the neighborhood.

Commercial Corridor

Issue 15: The Brownsboro Road Corridor presents a unique set of difficulties, e.g. steep slopes, fast food, and drive through establishments

Alternatives:

1. Conduct a joint study with the Clifton Heights Community Council and Brownsboro Road Merchants Association to assess needs, propose projects, and recommend solutions to existing and future problems.
2. Do nothing.

Recommendation:

Alternative 1 is supported.

Comments and Information:

- There are a few commercial development sites on the south side of Brownsboro Rd. with no parking. Future development will need to address issues of traffic (quality and velocity) and pedestrian safety.
- The major neighborhood retail and service establishments are located on the Brownsboro Rd. corridor.
- The steep slopes should be preserved to protect the eco-system and control drainage while balancing the need for commercial and retail businesses with sufficient parking to serve the needs of residents.
- The Brownsboro Rd Corridor Study, Mellwood Ave. to Hillcrest Ave, was concluded in June, 1997. The study should be revisited to determine if there are recommendations that could still be implemented to improve the corridor.

Open Spaces, Environmental Preservation, & Recreation

Issue 16: Arlington/Clifton Park and Bingham Park need improvement to enhance their use and beauty.

Alternatives:

1. Conduct a study of Arlington Park and Bingham Park to establish how and when they are being used, and suggestions on how to improve them.
2. Conduct a master plan of Bingham Park with the Olmsted Conservancy to enhance and restore it to its natural beauty.
3. Plant trees in Arlington Park to improve its aesthetics, to educate, and to reduce noise.

Recommendations:

All alternatives are supported.

Comments and information:

- Parks are areas that promote and enable connections among neighborhood residents. Connections promote vitality, involvement, and care for the neighborhood.
- **Bingham Park is an “Olmsted Park” and the Olmsted Conservancy may be a source for expertise and funds. It is suggested that the original plan for the park be included in the deliberations and study of the park. Include in the study, clearing plants and debris, planting indigenous plants, minimal impact from heavy equipment, a tree inventory, re-establishing the tree canopy, involvement of neighborhood residents, and retaining as much of the natural “wildness” and wildlife habitat as possible.**

Issue 17: The 4.3 acres of land on Payne St. recently purchased by Sacred Heart Village from Louisville Paving has been used for dumping for nearly 75 years. The land should be maintained as open space and tested to resolve any environmental concerns.

Alternatives:

1. Seek soil testing by environmental agencies to expose and resolve any environmental or health hazards.
2. Clean up of the property as recommended by regulatory agencies.
3. Partner with property owner to maintain land as open space.
4. Study area for possible utilization as a public recreation area.

Recommendation:

All alternatives are supported.

Comments and information:

- A portion of the land at Sacred Heart Village has been used for dumping for many years. The dumped materials may include asphalt, motors and other vehicle parts, vehicle fluids, and construction materials.
- **Information has been gathered, but not formally documented, from some current residents about the historical dumping. It is possible that drums or barrels were also dumped at the site. One resident mentioned a possible dumpsite on Quarry St.**
- **An official study may be needed to document the extent and types of materials dumped. As years pass residents may no longer be available for eyewitness accounts, or residents will “forget” about what may be a toxic site. The land could be subject to inappropriate, possibly dangerous, use in the future.**
- The surrounding grounds and water supplies should also be tested for contamination.

Open Spaces, Environmental Preservation, & Recreation

Issue 18: The neighborhood has areas that are candidates for designation as scenic easements, historic preservation easements, scenic conservation easements, and for conversion to wetlands.

Alternatives:

- 1. Conduct an inventory to identify and map areas that are candidates for easements and wetlands.***
- 2. Contact property owners concerning conversion of their properties to wetlands and scenic/conservation easements.***
- 3. Retain the green space corridor along I-64 as government property to be maintained in accordance with the Department of the Interior's Highway Beautification Act.***
- 4. Preserve the slopes along Brownsboro Rd. to prevent erosion.***
- 5. Oppose developments that remove, disturb, excavate or encoach on steep slopes.***

Recommendation:

All alternatives are supported.

Comments and Information:

- Creating scenic easements was recommended in the 1989-90 plan. City Archives has information from former Alderwoman Melissa Mershon's office concerning property owners contacted at that time.***
- The expertise, guidance, general input, and funding from various agencies and organizations is available for this project. The Department of the Interior, Jefferson County Environmental Trust, and the Kentucky Division of Forestry offer assistance. The Sierra Club, River Fields, Nature Conservancy, Preservation Alliance, National Trust for Historic Preservation, The Wilderness Society, and American Farmland Trust may be helpful or lead to other organizations for assistance. KIPDA may be available for funding.***
- A public meeting could be held to educate residents about the creation of wetlands on their property. The residents at Jane St. and Sycamore Ave. have expressed an interest in creating wetlands in their area. Other possible locations for wetlands are "the chicken steps," the cliffs and wooded area at the end of North Keats, the slopes along Brownsboro Rd, and the 4.3 acres owned by Sacred Heart Home on Payne St.***
- City codes state it is the duty of the property owner to prevent the erosion of mud and debris onto areas used by people of the neighborhood. These codes may be useful in appropriately encouraging property owners to participate in plans to create scenic/conservation easements.***

Open Spaces, Environmental Preservation, & Recreation

Issue 19: Protection is needed for the tree-covered slopes along Brownsboro Road

Alternatives:

1. **Seek scenic/conservation easement donations from property owners to preserve and protect the steep slopes.**
2. **Create a park-like area in the Vernon Ave. street right-of-way to preserve the “chicken steps” eco-system, correct drainage, and remove trash and debris.**
3. **Encourage landowners to plant trees and institute other methods to prevent soil erosion.**
4. **Contact MSD and other government agencies to do erosion remediation on public property, right-of-ways or easements.**
5. Educate residents concerning erosion and inappropriate removal of vegetation, noise and dumping ordinances, and how removing vegetation on steep slopes causes erosion and that removing the natural buffer increases noise pollution.

Recommendation:

All alternatives are supported.

Comments and Information:

- **The protection of steep slopes is needed to maintain their natural beauty as a neighborhood asset. Erosion problems need to be effectively addressed. Obtaining scenic easements would make it possible for completion of erosion remediation projects.**
- **Some residents believe that the dumping of tree and bush trimmings on the slopes will prevent erosion. In most cases, this method is not helpful nor appropriate.**

Issue 20: Trees are an asset to the neighborhood and need to be protected, maintained, replaced, and increased in number.

Alternatives:

1. Inventory and map the location of trees in the neighborhood.
2. Develop a comprehensive tree protection, maintenance, replacement, and new plantings plan.
3. Request Louisville Gas & Electric limit tree trimming to a minimum and to attend a public meeting to discuss these and other issues.
4. *Plant shorter tree species in areas with overhead utility lines.*
5. Inform neighbors of the availability of free trees through public enterprises, and locate and plant free and reasonably priced trees in public areas.
6. Seek tree experts to educate residents on planting and caring for trees.
7. Establish a garden club to monitor and care for trees and plantings.

Recommendation:

All alternatives are supported.

Comments and Information:

- Conduct a thorough study of trees in the neighborhood including the condition, appropriateness, and mapping of tree locations. Identify locations appropriate for new trees and identify trees that need to be replaced. Consider other types of vegetation or landscape materials when studying appropriateness and replacement. Develop plans for protecting, maintaining, replacing, and planting new trees and shrubs. Seek assistance from arborist, residents and other trained experts.
- **Some of the existing street trees along Frankfort Avenue need to be replaced. Some tree cuts are too small, and some sidewalks are too narrow for street trees. Consideration must be given for the needs of pedestrians, businesses, and the trees.**

Open Spaces, Environmental Preservation, & Recreation

Issue 21: Retain and enhance the Operation Brightsites and create community gardens

Alternatives:

1. Create a Garden Club to assist with maintenance of existing sites, to create new sites, and to remove debris and undesirable vegetation.
2. Conduct a study to identify possible locations for community gardens, and select the method and agent to administer the gardens.
3. Promote and disseminate information on organic gardening, and encourage residents and restaurants to plant vegetable gardens.

Recommendation:

All alternatives are supported.

Comments and Information:

- **Beautiful Brightsites serve as a “signature look” for Clifton. Beauty and cleanliness enhances the pride of residents and draws people to Clifton. Their presents increases property values and customer trade at neighborhood businesses.**
- The Brightsites require an immense amount of time. A Garden Club could serve as a source of additional volunteers to maintain the sites, and other activities can develop as the club organization and membership develop. The technical assistance and support from other garden clubs can be sought as the Clifton Garden Club is organized. The Garden Club can serve as a resource for education, encouragement, coordination, and incentives for all types of gardening activities.
- Non-native, invasive vegetation, such as the kudzu in the Stevenson/Mellwood area needs to be removed.
- Potential locations for community gardens are: resident yards, vacant lots, Franklin Transitional High School grounds, open green spaces, and green space between John Sterry’s Antiques and Clifton Center parking lot at Clifton & Frankfort.
- Contact community garden leaders in other neighborhoods and ask how they are organized and administered.

Open Spaces, Environmental Preservation, & Recreation

Issue 22: Graffiti, trash, litter, garbage, dumping and ill-kept streets, alleys, sidewalks and rear yards

Alternatives:

1. Educate the neighborhood about the responsibilities of property owners to maintain their yards, and streets and alleys to the middle of the pavement, who to call to report observed violations, and where disabled and elderly citizens can obtain assistance to avoid being cited.
2. Enforce ordinances, cite repeat violators, clean up property, and file liens when voluntary compliance is not achieved.
3. Approach property owners, artists, schools and various funding sources to paint murals or public art on buildings or walls throughout the neighborhood to beautify alleys and deter graffiti.
4. Organize frequent neighborhood clean-ups and volunteer clean-up crews, and create beautification projects in alleys and other blighted areas.
5. Create programs to reward, recognize, or celebrate cleanliness and beauty.
6. Redirect garbage pick-up to rear alley when there is a steep hill on the front street side.
7. Increase the number of trash receptacles in the vicinity of bus stops and in other areas where there are people gathering or pedestrian traffic.
8. Restrict construction of new "drive through" operations, and encourage existing businesses to more effectively control their litter.
9. Place signs in strategic locations posting the penalties for littering, and enforce litter laws.

Recommendation:

All alternatives are supported.

Comments and Information:

- The education of residents will be an on-going process. The residents will need to see results following their efforts, or they will become discouraged. Prompt feedback will encourage patience as they look for results.
- Educate the neighborhood about the responsibilities of property owners using a variety of methods including community, street, and block meetings, newsletters, and brochures. Educational literature should also include the CityCALL phone number to report problems.
- The talents of neighborhood youth should be explored to paint murals. The community council, churches, schools, businesses, garden and art organizations can assist in recruiting volunteers of all ages.
- The graffiti explosion from the summer of 1999 until the spring of 2000 significantly subsided in August 2000. Dumpsters, buildings, alleys, signs, railroad crossings, mail boxes, paper boxes, and other municipal and retail containers were covered repeatedly with stickers and spray paint.
- Organize a joint project with the Frankfort Ave. Business Association to encourage business owners and residents to participate in a beautification project and rewards program. The *Courier-Journal* Neighborhoods section and the *Clifton Quarterly* could print photos and an article about the contest and winners.
- Fast food, convenience purchases, and migrating dumpster litter seem to pose the major problems.
- Many houses on Albany Ave. have a steep hill in their street front yard and request their garbage collection be moved to the rear alley where their rear yards are level with the alley.

Open Spaces, Environmental Preservation, & Recreation

Issue 23: Pollution from industries in and adjacent to the neighborhood

Alternatives:

1. Educate the community about the need for and the methods of reporting incidents of pollution.
2. Invite representatives or officials from adjacent neighborhoods, neighborhood industries, Air Pollution Control District, MSD, Cabinet for Natural Resources and Environmental Protection to a public meetings to discuss resolutions to current problems and to educate the community about the industries and the reporting/citation processes.
3. Encourage industries to install emission control equipment to reduce occurrences of incidents, and regulatory agencies to enforce approved compliance plans.
4. Assist frequent polluting industries in relocating from the neighborhood to industrial sites in EZ-1 zoning districts or Enterprise Zone offering tax incentives, relocation assistance, and other benefits and advantages.
5. Track reported incidents of pollution and citations, and disseminate information to residents.

Recommendation:

All alternatives are supported.

Comments and Information:

- **The residents need to be made aware about the need to report pollution incidents to regulatory agencies so corrective measures and compliance to regulations are achieved. Compliance to pollution regulations is encouraged to resolve reoccurrence of incidents. Industries should be cited who frequently pollute, abuse the system, or are not willing to install emission control equipment.**

Infrastructure & Utilities

Issue 24: Street and alley lighting is a problem in several areas

Alternatives:

1. *Contact LG&E to adjust street and alley lighting appropriate for the location.*
2. *Inform residents of the process to request a light or change in lighting.*

Recommendation:

All alternatives are supported.

Comments and Information:

- *When new lighting is installed, the light may be too concentrated or too bright for some residences and too dim for other residences down the street. Greater attention should be given to the appropriateness of lighting for a given location.*

Issue 25: Recycling of materials in our infrastructures

Alternatives:

1. Recycle and reuse limestone curbs and other construction materials in neighborhood projects.
2. Avoid reusing railroad ties in gardens and alleyways since they have been soaked in creosote and present an environmental hazard.

Recommendation:

All alternatives are supported.

Issue 26: Drainage, sewer and utility problems exist

Alternatives:

1. Construct a retaining wall to correct drainage and water run off problem resulting in mud depositing on Brownsboro Rd. sidewalk near Coral Ave.
2. Install a trench drain on Payne St. in front of Louisville Paving to correct storm water problem, and correct drainage on S. Clifton.
3. Create a wetland at Sycamore and Jane St.
4. *Create a wetland on the 4.3 acres owned by Sacred Heart Village on Payne St. (purchased from Louisville Paving in 1998) after environmental testing is complete and the area is deemed appropriate for wetland use.*
5. *Request MSD attend a public meeting to educate homeowners on what constitutes their definition of a drainage problem (standing water for more than 48 hours) and on the Back Flow Valve Disconnection and Sump Pump Program.*
6. *Advocate the disconnection of Combine Sewer Overflow 88 and consequential replacement of sewer line along Brownsboro Rd.*
7. Support the continued work toward separating the storm and sanitary sewer systems -- the Back Flow Valve Disconnection and Sump Pump Program.
8. Bury electric and other utility lines when utility or sewer construction is being planned.

Recommendation:

All alternatives are supported.

Form Districts & Zoning

Issue 27: Existing zoning permits higher commercial uses than exist in the commercial corridors.

Alternatives:

1. Restrict the expansion of the Traditional Marketplace form district to retain the current mix on residential and commercial properties.
2. Develop for codification a list of binding elements and a list of compatible commercial uses in conformance with the Traditional Marketplace form district guidelines that blends well with the historic character of the neighborhood and the Clifton Historic District.
3. Encourage the rezoning of M-1 and M-2 industrial zoning district properties to either C-2 or C-1 commercial block faces as properties become vacant and are sold, or as these industrial businesses relocate from the neighborhood.
4. Encourage the use or rezoning of properties to C-R commercial-residential for commercial property owners who live and operate a retail storefront business along Frankfort Ave.
5. Obtain binding elements from C-2 commercial property owners limiting the use of their property to prevent undesirable C-2 uses in the future, as commercial property owners request rezoning, waivers or variances from the Planning Commission or City of Louisville Board of Zoning Adjustments.
6. Obtain and have recorded deed restrictions from C-2 property owners limiting the use of their property to prevent undesirable C-2 uses in the future, as property is bought and sold.
7. Rezone block faces from C-2 to C-1 based on their current use and existing density.

Recommendation:

Alternatives 1-5 are supported.

Comments and Information:

- During the 1990 rezoning, several C-2 commercial property owners requested to remain C-2 uses, even though their current use and existing density would have permitted the property to be rezoned to C-1. In the last 10 years, these properties have not operated on a regular basis as a C-2 use but the properties were not down-zoned because of a fear of a loss in property value. In addition, several restaurant owners wanted the opportunity to offer entertainment on the weekends to their dining customers (only allowed in C-2). Some of these owners have not exercised this option in several years. Since there are other undesirable uses permitted in the C-2 commercial zoning district, it is preferred to restrict these uses with an established list of standard binding elements (to be developed). C-2 nuisance uses are discouraged because of a potential conflict in the harmony with nearby or adjacent residential neighbors. Possible nuisances include: litter, rowdiness of patrons, loud music, operating hours after midnight, poorly maintained property, bright or neon exterior lighting and signage.
- With the passage of the Cornerstone 2020 comprehensive plan, the majority of Clifton is assigned to either the Traditional Neighborhood or Traditional Marketplace form districts. The Kentucky School for the Blind is assigned to the Campus form district. Within the Traditional Marketplace, retail storefront businesses or mom & pop businesses are encouraged and the guidelines are designed to increase pedestrian or bike traffic and public transportation usage to the neighborhood shopping areas to reduce vehicular traffic. There are industrial uses within each of the form districts.
- Properties used as both commercial-retail and residential are encouraged along Frankfort Ave. Residents that operate businesses and live in the neighborhood add to the hometown or village atmosphere. They typically maintain their property with pride, are involved with civic and neighborhood organizations, or volunteer to help their neighbors.

Form Districts & Zoning

Issue 28: Residents and business owners in the area are unfamiliar with zoning and building code regulations.

Alternatives:

1. Compile lists of properties within the neighborhood that are perceived to be non-conforming with zoning, parking, sign or building code regulations or binding elements, submit lists to the proper enforcement agency, and coordinate efforts with agencies and property owners to bring properties into compliance or to improve the appearance of properties.
2. Assure the revised development codes meet neighborhood concerns and protect neighborhood qualities.
3. Display in public areas brochures on zoning and building code regulations from the Planning Commission, Landmarks Commission, and Inspections, Permits and Licenses for residents to easily access.
4. Publish informational articles and host meetings or seminars to educate residents on Cornerstone 2020, form districts, zoning development code, binding elements, and building code regulations and enforcement, enterprise zone advantages, and related topics.
5. Monitor the process to assure the Planning Commission notifies adjacent property owners and neighborhood associations of applications for zoning changes 45 days prior to a public hearing date.
6. Continue to negotiate and monitor zoning changes and requests for variances with property owners or developers and to report and request from city agencies the enforcement of zoning and building regulations.
7. Continue to host public meetings to provide residents the opportunity to learn about and have a voice in the decision of proposed zoning changes, variances, parking waivers, non-conforming uses and conditional use permits, and other actions to be voted on by the Planning Commission and City Board of Zoning Adjustments. Continue to submit letters to these agencies stating the position of the residents on changes and recommended binding elements.
8. Create a zoning advisory group representing residents from throughout the neighborhood to advise, alert and report on potential zoning changes, change in use, binding elements or building codes violations, or construction without a permit.
9. Encourage residents to register with or regularly visit the Planning Commission website to receive notification of zoning changes, requests for variances, changes to the development code, and public meeting agendas.
10. Encourage residents to attend Planning Commission, BOZA, and LD&T public hearings to learn first hand how the process works.

Recommendation:

All alternatives are supported.

Comments and Information:

- Informational meetings, newsletter articles and a resource center for researching zoning and building codes for the area combined with expanded review and participation from residents should provide for better understanding and enforcement.
- The Clifton Center, Crescent Hill Library, firehouse, churches, schools, Kroger, and League of Women Voters could be potential locations to provide space to display brochures.

Form Districts & Zoning

Issue 29: Residents are concerned with how zoning changes, variances, waivers, new construction, parking, landscaping, and signage impact the aesthetic appearance of the neighborhood.

Alternatives:

1. Create a design review overlay district with specific guidelines to retain the design elements and aesthetic appearances important to residents and to enforce guidelines compatible with the Clifton Historic District, Traditional Neighborhood and Traditional Marketplace form districts.
2. Negotiate a more aesthetically pleasing, historic design, environmental and pedestrian conscious outcome to zoning changes, variances, waivers, and signage by gaining resident input on each issue.
3. Inform property owners and developers entering into new construction or major rehab about the opportunities, including tax incentives, if they decide to conform to Dept. of the Interior guidelines for structures within the Clifton Historic District, and about the availability of Landmarks Commission staff to assist with historic design, advice, and consultation.
4. Identify and inventory a list of vacant parcels, and develop a plan to utilize the land for public uses or to limit their potential for further development, which increases density.
5. Create a conservation district without zoning districts, which develops a master plan to encourage a pattern of development prescribed and designed by the residents.

Recommendation:

Alternatives 1-4 are supported.

Comments and Information:

- Demolition of property can be avoided or reduced with the creation of a design review overlay district, increased awareness by property owners of the historic relevance of their properties, and the financial incentives that are available.
- New businesses are encouraged to provide the required rear yard, off-street, or public parking areas so that no parking waiver is requested.
- Requests for variances or waivers by property owners (either residential or commercial) should be denied if they are not compatible with the goals of this neighborhood plan or the revised Cornerstone 2020 development codes.
- Compromises or agreements between neighbors and developers concerning any type of zoning request should always be enacted as an approved binding element or condition in order to ensure enforcement.

3 Transportation

a Prioritized Recommendations

b Implementation

- 3 Government
- 2 Foundations, other grant funding sources
- 3 Social service agencies & churches
- 4 Business association
- 5 Community council
- 8 Residents – collectively, individually

c Major Projects

- 1 Parking Study, creation of alleys
- 2 Local Trolley and Light Rail

d Needs Assessment

- 1 Pedestrian Access, Bike Routes, and Amenities
 - 1 Obstructions, disrepair, and poor alignment of sidewalks are unsafe for all pedestrians.

2 Poor placement and lack of sidewalks can be dangerous for pedestrians, especially for people with disabilities.

3 Some crosswalks need improvements.

- 4 Intersections, curb cuts, and wheelchair ramps are difficult for pedestrians and persons with blindness or disabilities to navigate, and some buildings are not accessible.

5 Incentives are needed to encourage bicycle use and alternative modes of transportation.

6 The neighborhood lacks many pedestrian and bicyclist amenities

that would encourage bike riding and walking.

2 Public Transportation

- 9 Alternative modes of transportation should be established to reduce the dependency on vehicular transportation, and additional amenities should be installed to increase the use of various modes of public transportation.

3 Vehicular Transportation

- 8 Dangerous intersections and streets
- 9 Speeding traffic on side streets
- 10 Parking is scarce throughout the neighborhood
- 11 Heavy automobile traffic and truck traffic on residential side streets present a hazard to pedestrians, children at play, and a noise nuisance.
- 12 Debris in roadways cause a hazard for drivers and cyclists

Very High

1. Construct sidewalks where there are none and residents grant permission. Encourage residential and business property owners to participate in city programs to repair sidewalks. Enforce ordinances on sidewalk maintenance. Educate residents and business owners regarding their responsibility for snow removal and maintenance of sidewalks and alleys. Improve sidewalks, cross walks, ramps and crossing signals to accommodate the needs of the disabled and visually impaired residents.	<ul style="list-style-type: none"> ▪ Louisville Development Authority ▪ Dept of Public Works ▪ Dept of Inspections Permits & Licenses ▪ KIPDA ▪ Kentucky School for the Blind ▪ Other agencies serving the needs of visually-impaired and disabled citizens ▪ Property Owners
2. Conduct a comprehensive parking, traffic, and sidewalk amenities and enhancement inventory and engineering study. Solutions and enhancements should improve the safety at street intersections for all modes of transportation while maintaining the character of the neighborhood. Require solar cells on new traffic signals and lights.	<ul style="list-style-type: none"> ▪ Louisville Development Authority ▪ TARC ▪ Ky Dept of Transportation ▪ Dept of Public Works ▪ Property Owners ▪ KIPDA ▪ Kentucky School for the Blind ▪ Other agencies serving the needs of visually-impaired and disabled citizens ▪ Property Owners
3. Solicit assistance from the Kentucky School for the Blind, ADA compliance specialists and mobility professionals for advice on the location, construction and maintenance of sidewalks; and placement and maintenance of cross walks, walk/wait signals, audio crossings, wheelchair ramps and other street and pedestrian amenities.	<ul style="list-style-type: none"> ▪ Louisville Development Authority ▪ Dept of Public Works ▪ Property Owners ▪ KIPDA ▪ Kentucky School for the Blind ▪ Other agencies serving the needs of visually-impaired and disabled citizens ▪ Property Owners

High

4. Create public parking to decrease commercial parking in the neighborhood by studying on and off street parking. Nearby vacant land or shared parking are encouraged to keep the neighborhood qualities.	<ul style="list-style-type: none"> ▪ Louisville Development Authority ▪ Frankfort Ave Business Association ▪ KIPDA ▪ TARC ▪ Board of Aldermen ▪ Dept of Public Works
5. Advocate a commuter light rail system accessible to pedestrian and park and ride customers in an appropriately designed neighborhood context (with respect to appearance, minimize vehicular impact, and neighborhood buffering from park and ride effects) using the CSX right-of-way with no condemnation of existing housing.	<ul style="list-style-type: none"> ▪ Louisville Development Authority ▪ CSX ▪ TARC ▪ Frankfort Ave Business Association ▪ KIPDA ▪ Dept of Public Works ▪ Property Owners

High

6. Enforce ordinances on traffic speeds, illegal parking, cars parked blocking sidewalks. Increase funding to the police department to enforce speeding in the neighborhood. Expose brick pavements under asphalt to reduce speeding on side streets.	<ul style="list-style-type: none">▪ Dept of Inspections Permits & Licenses▪ Dept of Public Works▪ KIPDA▪ Police Dept - 1st District▪ Property Owners
7. Reduce cars in neighborhood by encouraging and accommodating alternative transportation including walking, bicycles, a "Yellow Bike" program, TARC buses, light rail, trolleys, and Amtrak for residents, employees and patrons of local businesses.	<ul style="list-style-type: none">▪ Frankfort Ave Business Assoc/Businesses▪ TARC▪ Dept of Public Works▪ KIPDA▪ Kentucky School for the Blind▪ Other agencies serving the needs of visually-impaired and disabled citizens▪ Property Owners
8. Increase bike and pedestrian safety through ADA accessible crossings and lighting.	<ul style="list-style-type: none">▪ Louisville Development Authority▪ LG&E▪ Dept of Public Works▪ KIPDA▪ Kentucky School for the Blind▪ Other agencies serving the needs of visually-impaired and disabled citizens▪ Property Owners

Medium

9. Alleviate residential on-street parking problems by providing assistance for rear lot parking pads and permit street parking.	<ul style="list-style-type: none">▪ Louisville Development Authority▪ Board of Aldermen
10. Improve the design of traffic-calming islands on Payne Street to provide safety to bicyclists, and relocation of sidewalks closer to the curb to allow pedestrian safety at intersections.	<ul style="list-style-type: none">▪ Louisville Development Authority▪ Dept of Public Works▪ KIPDA
11. Work with industrial and businesses to reduce truck traffic, litter and roadway debris. Educate residents to report trucks venturing off designated truck routes, with citing of habitual violators.	<ul style="list-style-type: none">▪ Dept of Inspections Permits & Licenses▪ Board of Aldermen▪ Police Dept - 1st District
12. Increase the number of TARC enclosures and benches.	<ul style="list-style-type: none">▪ TARC▪ Dept of Public Works▪ KIPDA▪ Kentucky School for the Blind▪ Other agencies serving the needs of visually-impaired and disabled citizens

Medium

13. Increase street cleaning runs through the neighborhood to clean debris for bicycle safety. Clean streets more frequently in designated bike routes.	<ul style="list-style-type: none">▪ Dept of Public Works▪ KIPDA▪ Kentucky School for the Blind▪ Other agencies serving the needs of visually-impaired and disabled citizens▪ Property Owners
14. Retain and restore existing limestone or granite curbs. If there is no alternative to removal, retain the curbs for reuse within the neighborhood per city ordinance. New curbs constructed shall be reused limestone or granite. If there is no inventory of limestone or granite, curbs shall be constructed with faux materials.	<ul style="list-style-type: none">▪ Dept of Public Works

Low

15. Study, prioritize, and construct alleys to improve neighborhood infrastructure.	<ul style="list-style-type: none">▪ Louisville Development Authority▪ Dept of Public Works▪ Board of Aldermen
16. Develop a north-south railroad crossing for pedestrians and bicyclists midway between the Frankfort Ave. railroad crossing and Pope St. overpass.	<ul style="list-style-type: none">▪ Louisville Development Authority▪ Dept of Public Works▪ CSX▪ KIPDA▪ Kentucky School for the Blind▪ Other agencies serving the needs of visually-impaired and disabled citizens▪ Property Owners
17. Conduct a study to determine the best bicycle routes/paths through the neighborhood.	<ul style="list-style-type: none">▪ Louisville Development Authority▪ Planning Commission▪ KIPDA
18. Paint parking stall markings on Payne Street and other streets adjoining Frankfort Avenue to maximize use of curb space and prevent haphazard parking.	<ul style="list-style-type: none">▪ Louisville Development Authority▪ Dept of Public Works▪ Dept of Inspections Permits & Licenses▪ Police Dept - 1st District

Recommendations added at September 19, 2000 public meeting:

19. Encourage participation in Midwest Regional Rail Initiative.	<ul style="list-style-type: none">▪ CSX Transportation and Amtrak▪ State Dept of Transportation▪ Federal Railway Administration
20. Study area along I-64 for noise abatement.	<ul style="list-style-type: none">▪ State Dept of Transportation▪ Federal Dept of Transportation

Implementation

1 Government

a. Board of Aldermen/Metro Council

- Fund projects to construct or maintain sidewalks.
- Fund a comprehensive parking, traffic, and sidewalk amenities and streetscape study.
- Fund projects to reduce the conflict between commercial and residential parking.
- Increase funding to the police department to enforce speeding in the neighborhood.

b. Police Department

- Enforce laws on traffic speeds, illegal parking, and cars parked blocking sidewalks.

c. Inspections, Permits & Licenses

- Enforce ordinances on sidewalk maintenance, and vehicles blocking sidewalks.
- Educate residents and business owners regarding their responsibility for snow removal and maintenance of sidewalks and alleys.

d. Public Works

Sidewalks:

- Construct sidewalks with buffer where there are none and residents grant permission.
- Improve sidewalks, cross walks, ramps and crossing signals to accommodate the needs pedestrians including disabled and visually impaired residents.

Parking & Alleys:

- Study, prioritize, and construct alleys to improve neighborhood infrastructure.
- Alleviate residential on-street parking problems by providing assistance for rear lot parking pads and permit street parking.
- Create public or shared parking to decrease commercial parking in the neighborhood side streets by studying on and off street parking.
- Seek alternatives to maximize use of curb space and prevent haphazard parking.

Streets:

- Improve the safety at street intersections for all modes of transportation while maintaining the character of the neighborhood for all future projects.
- Disapprove new curb cut applications for Frankfort Ave.
- Work with industries and businesses to reduce truck traffic, litter and roadway debris.
- Expose brick pavements under asphalt to reduce speeding on side streets.
- Require solar cells on new traffic signals and lights.

Ped & Bike Safety:

- Develop a north-south railroad crossing for pedestrians and bicyclists midway between the Frankfort Ave. railroad crossing and Pope St. overpass.
- Increase bike and pedestrian safety through ADA accessible crossings and lighting.
- Improve the design of traffic-calming islands on Payne St. to provide safety to bicyclists, and relocation of sidewalks closer to the curb to allow pedestrian safety at intersections.

Curbs:

- Retain and restore existing limestone or granite curbs. If there is no alternative to removal, retain the curbs for reuse within the neighborhood per city ordinance.
- New curbs constructed shall be reused limestone or granite. If there is no inventory of limestone or granite, curbs shall be constructed with faux materials.

Implementation

1 Government

e Solid Waste Management

- Increase street cleaning runs through the neighborhood to clean debris for bicycle safety.
- Clean streets more frequently in designated bike routes.

f LDA – Business Services

- Conduct a comprehensive parking study with a task force of residents and businesses.
- Conduct a study to develop a comprehensive streetscape design of the Frankfort Ave. corridor with a task force of residents and businesses.

g Metro Parks

- Install bicycle and pedestrian amenities to neighborhood parks.

h. Planning Commission, KIPDA Bicycle and Pedestrian Advisory Committee

- Conduct a study to determine the best bicycle routes/paths through the neighborhood.
- Establish bike programs like the "Yellow Bike" program to reduce vehicular traffic.
- Disallow development plans with drive-thru lanes along the Frankfort Ave. commercial corridor.

i. TARC

- Increase the number of TARC enclosures and benches.
- Plan a commuter light rail system accessible to pedestrians and park and ride customers in an appropriately designed neighborhood context (with respect to appearance, minimize vehicular impact, and neighborhood buffering from park and ride effects) using the CSX right-of-way with no condemnation of existing housing.
- Incorporate alternative transportation modes including TARC buses, light rail, local trolleys, and Amtrak for residents, employees and patrons of local businesses to reduce cars in neighborhood.

j. State Department of Transportation

- Encourage participation with Midwest Regional Rail Initiative to provide high speed passenger rail service to other cities.
- Study area along I-64 for noise abatement.

k. Utilities

- Utility construction projects should be completed before sidewalk, street and alley construction, repairs, or improvements.

l. JCPS – Board of Education

- Seek students to conduct a parking, traffic, and sidewalk amenities and enhancement inventory.

2 Foundations, other grant funding sources

Implementation

3 Schools, social service agencies & churches

- Solicit assistance from the Kentucky School for the Blind, ADA compliance specialists and mobility professionals for advice on the location, construction and maintenance of sidewalks; and placement and maintenance of cross walks, walk/wait signals, audio crossings, wheelchair ramps and other street and pedestrian amenities.

4 Business Associations

- Encourage business property owners to participate in government programs to repair sidewalks and improve doorways and entrances to make them wheelchair accessible.

5 Community Council

- Educate residents to report trucks venturing off designated truck routes, with citing of habitual violators.

6 Residents – collectively, individually

- Encourage residential property owners to participate in government programs to repair sidewalks, and to report sidewalk and street hazards and signal equipment malfunctions.

Frankfort & Keats Public Parking Lot

Alley Keats to Ewing,

Alley Jane to Stoll along RR tracks

Major Projects

1. Parking Study, creation of alleys

Goal: Inventory neighborhood to identify areas where public or shared parking might be created or parking stalls marked.

Construct or pave and improve unbuilt/unpaved alleys to relieve parking in residential areas.

Project: Inventory and map existing on and off street parking, parking stalls, public parking lots, driveways, and built and unbuilt alleys in the neighborhood. Form a task force of businesses and residents to develop a comprehensive plan to identify potential areas to create additional public and shared parking or parking stalls. Form a task force of residents to prioritize need for constructing or paving and improving unbuilt/unpaved alleys throughout the neighborhood to relieve parking in residential areas. Communicate with businesses and residents about agreeing to share parking between them.

Parking seems to be one of the most important problems facing the neighborhood at this time. Destination businesses along the commercial corridor have flourished in the last 2-3 years causing a conflict for every inch of available parking. Businesses catering to the retail and service needs of residents are encouraged to relieve some of the need for additional parking. Alternative forms of transportation, creating a local transit system and cycling within the neighborhood for goods and services are also encouraged. To preserve our environment we need to be less dependent on vehicular transportation.

Ten years ago, there were 15 vacant storefronts along the commercial corridor. Now most storefronts are occupied, and many businesses are expanding or looking to expand. Therefore, the council's position on agreeing to parking and/or landscape waivers presented to either the Planning Commission, LD&T or BOZA has changed. To operate a business in the neighborhood, the owner should comply with the development code and with the guidelines for the Traditional Marketplace established by Cornerstone 2020. Businesses should also comply with building codes and other ordinances enforced by Inspections, Permits and Licenses or the Health Department. Demolition permits within the Clifton History District must also be obtained, followed by a 45-day waiting period before the demolition can occur.

Major Projects

2. Local Transit and Light Rail

Goal: Plan for east-west light rail commuter system using the CSX right-of-way.

Construct a regional light rail train station for park & ride commuters.

Identify potential light rail train stops within the neighborhood.

Establish a local transit system connecting and servicing Clifton, Clifton Heights and Crescent Hill.

Project: Form a task force of residents and businesses to partner with TARC and CSX to plan for the east-west light rail commuter system, including a park & ride train station and local stops. Form a task force of residents and businesses from all three neighborhoods to partner with TARC to establish a local transit system.

Establishing alternative modes of transportation is needed to free our dependency from vehicular transportation and preserve the environment. The CSX tracks provide an opportunity to establish an east-west light rail system, just like Frankfort Ave. was a vehicle for the mule and streetcar lines in the 1900's. In about 1987-1988, CSX removed the second set of tracks in the Clifton, Crescent Hill, and St. Matthews area.

The vision is to once again have a train station in Clifton. Potential sites could be along the tracks between Frankfort Ave. and the RR crossing to the Louisville Paving industrial complex ending at Pope and Charlton. The station would be designed for commuters to park and ride, or to arrive on the local circulator. Additional shops, post office, and other services could be incorporated into the complex. The architectural design should include Victorian elements to blend into with the historic character of the neighborhood. A Disney World, Main Street type train station design would be one option. It is assumed the light rail train would also stop in the neighborhood at locations where handicapped accessible shelters would be provided for pedestrians along the tracks.

A local transit system is suggested to connect and service the needs of Clifton, Clifton Heights and Crescent Hill businesses and residents. The circulator could travel two or more different routes between the three neighborhoods, with the goal to deliver riders to shopping areas like Walgreen's, Kroger, banks, affordable restaurants, and the hardware store/post office. The circulator could also serve to transport students to school, residents to work for those who work in the area, or commuters to the station.

Pedestrian Access, Bike Routes and Amenities

Issue 1: Obstructions, disrepair, and poor alignment of sidewalks are unsafe for all pedestrians.

Alternatives:

1. Conduct a survey to inventory and prioritize where sidewalk repairs are needed; obstructions occur, and other hazards exist.
2. Report and correct drainage problems or improve sidewalks where mud and water collect on sidewalks.
3. Identify and correct areas where sidewalks are not clearly delineated.
4. Reconfigure pull-in parking or curb cuts to prevent parked cars from blocking sidewalks in commercial areas.
5. Educate residents and business owners concerning not parking across sidewalks and crosswalks, and their responsibility for snow removal and maintaining sidewalks, and enforce ordinances in continual or reoccurring problem areas.
6. Develop a plan to continuously monitor and report where there are sidewalk obstructions.

Recommendations:

All alternatives are supported.

Comments and Information:

- Pull-in parking in front of Genny's Diner, East End Auto, Panther Motors along Frankfort Ave. and Jones' Bargains, Fashion Cleaners, and Gary's Liquors on Brownsboro Rd. tend to block sidewalks and these areas are not clearly delineated for visually impaired pedestrians. Some options to discuss with business owners to improve and correct pedestrian safety are: (1) add concrete wheelstops to keep cars from protruding onto sidewalks, (2) label short parking spots that would otherwise block the sidewalk for "compact cars only", and (3) eliminate parking spaces that are so short that *any* car parked there would block the sidewalk.
- Portions of the sidewalk on the south side of Brownsboro Rd from Bingham Park to the "Chicken Steps" are obstructed by mud and water puddles after rains.
- Possible solutions to prevent mud from collecting on sidewalks are: (1) work with MSD to identify originating sources and divert or correct drainage problems, (2) increase concrete depth of sidewalks and slope pavement so rainwater drains properly (3) construct a low retaining wall to stop mud washing off steep slopes, (4) acquire scenic/conservation easements from property owners with steep slopes and work with MSD to resolve drainage issues.
- To clear obstructions from sidewalks, quarterly neighborhood clean-ups could be organized to cut back trees and bush on the public right-of-way along sidewalks. A volunteer corps could be developed utilizing the existing tool-lending library to trim plants and clear snow for elderly, disabled and low-income property owners. Residents could call in problem areas *not* on public property to a designated community group or through the community website.

Pedestrian Access, Bike Routes and Amenities

Issue 2: Poor placement and lack of sidewalks can be dangerous for pedestrians, especially for people with disabilities.

Alternatives:

1. Conduct a comprehensive survey to identify and prioritize where new sidewalks need to be constructed and existing sidewalks improved to provide greater safety for pedestrians.
2. Consult with guide dog instructors and mobility specialists from the Kentucky School for the Blind to determine the safest passages and routes for visually impaired pedestrians.
3. Study railroad crossings for pedestrian safety, including people with mobility challenges.

Recommendations:

All alternatives are supported.

Comments and Information

- Add or complete sidewalks on both sides of busy streets and on at least one side of the less congested streets.
- Construct sidewalks on these high priority busy streets: in front of Genny's Diner, Weikel St, Clifton Ave, Brownsboro Rd, South Jane St, North Jane St, North Ewing Ave, and Sycamore Ave.
- Install sidewalks on these less congested streets: South Keats Ave, Haldeman Ave, Stoll Ave, Sturgis Ave, State St, South Bellaire Ave, Quarry St, Angora Ct, and Brauner Way.
- Complete sidewalks on all corners at Sycamore Ave. and N. Clifton and install crosswalks.
- Build a new sidewalk along the north side of Weikel with linking crosswalks to Frankfort Ave.

Issue 3: Some crosswalks need improvements

Alternatives:

1. Survey crosswalks for clarity of painted stripes, alignment with obstructions on sidewalk, and placement and ease of activating crosswalk signals.
2. Repaint faded crosswalks.
3. Resolve crosswalk obstructions by realigning or relocating the obstruction.
4. Replace the older, difficult to use one-finger crosswalk pushbuttons with the larger, palm-sized metal crosswalk buttons.
5. Re-evaluate the placement of crosswalk buttons and arrange them as recommended by guide dog instructors, mobility specialists from the Kentucky School for the Blind, and the Center for Accessible Living.

Recommendations:

All alternatives are supported.

Comments and Information:

- At Brownsboro Rd. and Ewing, the crosswalk from west to east on the south side leads a visually impaired person into the path of a telephone pole.

Pedestrian Access, Bike Routes and Amenities

Issue 4: Intersections, curb cuts, and wheelchair ramps are difficult for pedestrians and persons with blindness or disabilities to navigate, and some buildings are not accessible.

Alternatives:

1. Consult with the blind community, guide dog instructors and mobility specialists to study and recommend improvements to dangerous intersections.

Curb cuts:

2. Limit new curb cuts to two vehicular lanes in width.
3. Identify curb cuts wider than two lanes, including railroad crossings, and reconfigure them or delineate the sidewalk.

Wheelchair Ramps:

4. Survey where wheelchair ramps are missing and install ramps at these spots, except where a steep slope makes stairs necessary.
5. Determine the best way to provide pedestrian access to the sidewalk where a ramp is too steep for wheelchair use and too dangerous for pedestrians.
6. Survey the location of wheelchair ramps in relation to crosswalks.
7. Redirect wheelchair ramps toward crosswalks where they point toward the middle of an intersection, especially along Frankfort Ave.
8. Study and select for use the best pavement texture for wheelchair ramps to meet the needs of wheelchair users, the blind, visually impaired, and disabled citizens and to comply with ADA standards.

Wheelchair Accessibility:

9. Educate business owners on accessibility requirements and ways to make their businesses accessible to wheelchair users.
10. Encourage all businesses, whether required by law or not, to create at least one accessible entranceway and restroom whenever possible.
11. Endorse enforcement of laws requiring wheelchair access to public places.

Recommendations:

All alternatives are supported.

Comments and Information:

- Reconfigure vehicular curb cuts wider than two lanes by adding islands or peninsulas.
- Delineate sidewalks by adding raised strips to the pavement on sidewalk path edges across curb cuts wider than two lanes.
- Replace ramps that are too steep for wheelchairs with stairs and add a railing. This is suggested for the ramp at Sycamore and Jane St.
- Lengthen ramps that are too steep for wheelchairs (leveling it crossways) so its slope conforms with ADA regulations and add wheelchair high railings.
- Formulate pedestrian improvements for these dangerous intersections: Brownsboro Rd & Ewing Ave, Frankfort Ave & Ewing Ave, and Frankfort Ave at Weikel & railroad tracks.

Pedestrian Access, Bike Routes and Amenities

Issue 5: Incentives are needed to encourage bicycle use and alternative modes of transportation.

Alternatives:

1. Improve the streets for bicyclist safety, and raise sunken utility hole covers to current pavement level.
2. Adjust the timing of traffic signal at combined railroad and street crossings to allow cyclists and motorists to pass safely.
3. Educate motorists and cyclists concerning laws and etiquette of sharing the road.
4. Create additional bike routes through the neighborhood and to other parts of the city.
5. Place bike racks at strategic locations where they will not interfere with pedestrian traffic and parked vehicles.
6. Persuade TARC to provide bike racks on all buses traveling through Clifton, and disseminate information on TARC's Bikes on Board program.
7. Encourage TARC to build a BIKE & TARC lot or a PARK & TARC lot with permit parking for riders who want to complete their trip by bike.
8. Implement a "Yellow Bike" program allowing participants to use a free bike and park it in designated racks at their destination within prescribed area limits.

Recommendations:

All alternatives are supported.

Comments and Information:

- Streets should be improved for bicyclists. Information should be obtained on accidents involving pedestrians or bicyclists and studied to determine how these locations can be improved to make them safer. Pothole and rough pavement locations (North Ewing Ave) should be identified and reported for corrective action. Utility covers should be level or flush with the roadway. Drain grates should be aligned perpendicular to the curb to prevent catching bicycle tires.
- The traffic calming islands on Payne St. should be redesigned to provide for bicyclists safety. There is not enough space for motorists to pass bicyclists. Add 'Do not pass cyclists' signs.
- The railroad crossing on Frankfort Ave. is a hazard for bicyclists. Cyclists should be alerted to the rough pavement crossing. CSX should be contacted to improve the crossing grates. Another alternative to consider is adding signage to guide cyclists more safely across the railroad tracks-- "Cyclists: Rough Crossing" or "Cyclists Turn Your Wheels"). Other agencies should be contacted to explore what types of signage have been used effectively elsewhere.
- The State Police and Transportation Cabinet "Bubbasaurus/Beastosaurus" flyer and the TARC "Bikes on Board" brochure should be circulated to educate motorists and bicyclists.
- The bike route study should include whether or not it is feasible to dedicate bike lanes where on-street and off-parking is limited. A bike path along the *north* side of I-64, through the woods below the cliffs, is recommended. National Highway System funding is possible, since it is within an interstate corridor. An east-west bike route north of Frankfort Ave. should also be created. Alleys should also be considered for possible bike routes. CSX should be contacted to explore the possibility of creating a bike route in the railroad right-of-way or to discuss turning the railroad right-of-way into a bike path, if it is ever abandon.
- New bike routes should be designed to connect Clifton west to downtown and beyond, east to St. Matthews and beyond, to the Beargrass Creek bike path and points south, to the Butchertown Greenway, the river, and to the Edith Ave. soccer fields, and River Rd. through Clifton Heights.
- Bike racks should be located at the top of the "chicken steps", Kroger, public parking lots, Bingham Park, and Arlington Park. Destination locations for bike racks are suggested for central downtown business district, Slugger Baseball Park, and Extreme Sports Center.

Pedestrian Access, Bike Routes and Amenities

Issue 6: The neighborhood lacks many pedestrian and bicyclist amenities that encourage bike riding and walking.

Alternatives:

1. Create a park-like area at the “chicken steps” including bike racks, while retaining the public easement as an accessible pedestrian pathway to area businesses.
2. Inventory and identify locations for the installation of public benches, tables and chairs, drinking fountains, trash-recycling receptacles, and other street furniture.
3. Create a north-south railroad crossing for pedestrians and bicyclists midway between the Frankfort Ave. railroad crossing and Pope St. overpass to provide access from Frankfort Ave. to Payne St.
4. Participate and coordinate efforts with the KIPDA Bicycle and Pedestrian Advisory Committee (BPAC) and Planning Commission Bicycle and Pedestrian Coordinator to benefit from and contribute to city-wide and metropolitan area-wide efforts to improve access for pedestrians and bicyclists.

Recommendation:

All alternatives are supported.

Comments and Information:

- Install water fountains and park benches on Frankfort Ave, at the “chicken steps”, and Clifton Ave. above Kroger, and place additional picnic tables in Bingham Park.

Public Transportation

Issue 7: Alternative modes of transportation should be established to reduce the dependency on vehicular transportation, and additional amenities should be installed to increase the use of various modes of public transportation.

Alternatives:

1. Increase the number of TARC enclosures and benches.
2. Establish a local transit system connecting and servicing Clifton, Clifton Heights and Crescent Hill.
3. Advocate and plan for an east-west light rail system accessible to pedestrian and park and ride customers in an appropriately designed and placed neighborhood context, with respect to appearance, minimal vehicular impact, and neighborhood buffering from park and ride effects, using the CSX right-of-way with no condemnation of existing housing.
4. **Construct a light rail park and ride station with pedestrian access from the north by an elevated walkover at Stoll Ave or a tunnel under the tracks at Stoll Ave, with an option of an at-grade gated pedestrian crossing at Stoll or Haldeman Ave., and create pedestrian accessible light rail train stops within the neighborhood.**
5. **Encourage participation in the Midwest Regional Rail Initiative to provide high speed passenger rail service to other cities.**

Recommendation:

All alternatives are supported.

Comments and Information:

- Additional TARC enclosures and benches are recommended: (1) on Frankfort Ave every four blocks from Mellwood Ave to Ewing Ave, (2) at Kroger on south side of Brownsboro Rd, (3) at Ewing Ave and Brownsboro Rd on SW corner, (4) on Frankfort Ave at NE corner of Ewing Ave., (5) at Sacred Heart Home on south side of Payne St., (6) at Clifton and Frankfort Aves on SW corner, and (7) at Payne St and South Charlton St on NE corner.
- In the planning process for an east-west light rail train system and construction of a light rail train station, discussions with industries along Payne St. should occur to make them aware of this opportunity. If any industry is anticipating moving from the neighborhood, efforts should be undertaken to acquire the property for public use and future development as a light rail station. Economic development incentives could be offered to businesses relocating from the neighborhood along the tracks in this Payne St. area.
- Two circulator bus-type trolleys routes are recommended. The route would form a figure '8'. The center of the figure '8' would be the Kroger store on Brownsboro Rd., and routes would travel to the north to Clifton Heights and to the south to Frankfort Ave. This circulator system would eventually serve both the park and ride and the pedestrian light rail stations in central Clifton and east Clifton.
- Participation by the state of Kentucky in the Midwest Regional Rail Initiative would afford Clifton residents access to affordable, efficient public rail transportation to neighboring cities.

Vehicular Transportation

Issue 8: Dangerous intersections and streets

Alternatives:

1. Conduct an engineering study of high accident intersections to determine ways to make them safer, and other select intersections to improve sight distance, alignment, or striping.
2. Restrict parking near intersection corners to provide more sight-distance for drivers.
3. Redesign intersections that are confusing to drivers to improve traffic flow.
4. Improve narrow or one lane residential streets.
5. Redesign Payne St. traffic calming islands to allow safer passage of bicyclists and vehicles.
6. Educate residents to report road and traffic signal problems.
7. Require solar cells on new traffic signals and lights.

Recommendation:

All alternatives are supported.

Comments and Information:

- The engineering firm of Birch, Trautwein & Mims has been contracted to study ten (10) high-accident intersections identified by the Louisville Police Dept during 1998 and 1999: I-64 & Mellwood, Mellwood & Frankfort, Mellwood & Brownsboro., Brownsboro & Pope, Brownsboro & Lindsay, Brownsboro & Jane & Mt. Holly, Frankfort & Pope, Frankfort & Bellaire, Frankfort & Keats, Frankfort & Ewing and to determine what measures can be implemented to make them safer. Besides the 10 high accident intersections, BTM is also studying three (3) additional intersections: Pope & Charlton & State alley by the railroad overpass to improve sight distance, and Frankfort & Weikel & New Main for possible realignment or improved striping.
- Traffic engineering should be asked to evaluate and recommend solutions to address identified problems at these intersections: Payne & Keats and Pope & Charlton are dangerous and partially “blind” to drivers, and Sycamore at N. Clifton, Jane and Keats are confusing for drivers and need to be analyzed to improve and correct traffic flow.
- Sycamore between Clifton & Jane should be studied to determine the feasibility of installing a midblock bridge to reduce the incline or steep slope.
- Residents should be educated to call City Call (574-3333) to report and monitor progress of road and signal problems.

Issue 9: Speeding traffic on side streets

Alternatives:

1. Conduct traffic engineering studies to recommend traffic calming measures to deter speeding.
2. Study the phasing and timing of traffic lights to control speed.
3. Increase enforcement of existing speed zones.
4. Preserve and restore brick streets as traffic calming effort to reduce speeding.
5. Educate residents of posted speed limits.

Recommendation:

All alternatives are supported.

Comments and Information:

- Residents are concerned about speeding on Sycamore, Vernon, Pope and Payne streets.

Vehicular Transportation

Issue 10: Parking is scarce throughout the neighborhood

Alternatives:

1. Conduct a comprehensive parking study to inventory and identify areas where public or shared parking and park & ride lots might be created or parking stalls marked.
2. Construct or pave and improve unbuilt/unpaved alleys to relieve parking in residential areas.
3. Coordinate and communicate with businesses and residents about agreeing to share parking between them.
4. Establish alternative modes of transportation for residents, employees and patrons of local businesses to reduce cars in the neighborhood.
5. Assist residents in securing funds to repair garages or install rear yard parking pads.
6. Enforce existing parking ordinances.

Recommendation:

All alternatives are supported.

Comments and Information:

- The comprehensive parking study should consider discussions on the feasibility of: issuing residential parking permits, creating angle parking, coordinating joint use of existing parking lots among businesses, churches and other organizations, acquiring property for additional public parking lots along Frankfort Ave. and for remote public parking served by trolley-type shuttles, constructing below-grade or multi-level parking structures to avoid proliferation of parking lots, and painting parking stalls on Payne St. and other streets adjoining Frankfort Ave. to maximize use of curb space and prevent haphazard parking.
- The comprehensive parking study should also include recommendations to improve residential parking. The study should identify and prioritize improvements to existing alleys and unbuilt alleys and public property to be developed for rear yard parking purposes.
- Parking and drainage needs to be corrected on South Clifton Ave between Payne and I-64. A comprehensive study of this area is recommended to examine widening the pavement, striping parking spaces, and correcting drainage flow. If the pavement is widened, residents have recommended the alley (which wraps around the Albany properties backing up onto South Clifton) be closed and given to the landowners, many of whom may have built in this alleyway over the years.
- Alternative modes of transportation should be encouraged to decrease the need for vehicular transportation. Sidewalks and intersections should be made more pedestrian-friendly and accessible to encourage walking in the neighborhood. To encourage cycling, bike routes should be increased and roadways made bicycle-friendly by providing convenient, sturdy, and secure bike parking. The "Yellow Bike" loan program should be established and "Bikes on Board" racks should be installed on all buses. A local trolley and light rail line should also be pursued.

Vehicular Transportation

Issue 11: Heavy automobile traffic and truck traffic on residential side streets present a hazard to pedestrians, children at play, and a noise nuisance.

Alternatives:

1. Post additional signs warning drivers of children at play and visually-impaired pedestrians.
2. Disseminate maps showing location of designated truck routes to businesses for disbursement to delivery truck drivers, and educate residents to report trucks venturing off designated truck routes.
3. Enforce truck route use by citing habitual violators.
4. Conduct noise abatement study of residential areas adjacent to I-64.
5. Discourage drive-thru type businesses on Frankfort Ave. to alleviate heavy automobile traffic and truck traffic.
6. Encourage biking, walking, trolleys, commuter rail and other alternative modes of transportation throughout the neighborhood to decrease vehicular traffic.
7. Study feasibility of a second connector street between Frankfort Ave. and Payne St. from New Main to Pope St. to reduce traffic on Pope St. with minimal impact to affected residential streets.

Recommendation:

All alternatives are supported.

Comments and Information:

- Secure additional park and recreation spaces to give children alternatives to playing in streets.
- Encourage the use of alternative paving surfaces to reduce the noise from I-64 vehicular traffic, and install sound barriers, landscape plantings, and other noise abatement measures.

Issue 12: Debris in roadways cause a hazard for drivers and cyclists.

Alternatives:

1. Increase street cleaning runs through neighborhood.
2. Install additional trash and recycling receptacles throughout neighborhood.
3. Encourage volunteers to participate in 'Adopt a Block' program to clean sidewalks and streets of litter and debris.
4. Enforce existing litter laws by citing habitual violators.
5. Promote industries and businesses that control or minimize their litter and roadway debris.
6. Conduct a study to identify sources and recommend solutions to resolving roadway debris.

Recommendation:

All alternatives are supported.